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on the cover

With the Plaza Hotel & Casino as a backdrop, Southern Pacific AC4400CW No.223 comes to a stop at Union Pacific's crew change point in downtown Las Vegas, Nevada. A complete history of railroading in the desert city, plus current railfan tips, begins on page 34. Photograph by Larry L. Cantrall.

Publisher's Desk

Riding the Sierra Railroad

THE SIERRA RAILROAD is one of those railroads you might have read about in the old blood and thunder days of RAILROAD Magazine. The Sierra has been featured in over 300 movies and television shows, including *Petticoat Junction*. You've seen John Wayne doing his thing on the Sierra along with many other film notables. It follows that when the National Model Railroad Association offered a fantrip on the Sierra during its San Jose convention, I signed up for it.

The Sierra Railroad has always been a short line. Starting in 1897, its main line opened in 1900, continuing to Angeles in 1902. The 19-mile Jamestown-to-Angeles branch was abandoned in 1935. The road operated 58 miles of track from Oakdale north to Jamestown and Tuolumne. Tracks today stop at Frassier, a few miles south of Tuolumne.

Charter buses drove us to Oakdale where we inspected the new Sierra Railroad diesel house and diesel fleet, after which we drove to the nearby depot and boarded the four-car dinner train powered by a former ATSF Geep, its old Santa Fe paint scheme still obvious. The two end cars brightly lettered "Golden Sunset" were former double-deck Southern Pacific commuter coaches beautifully rebuilt as dining cars. The two streamlined center cars (one fluted, one smooth sided) were tastefully fitted out as lounge-bar cars. We were treated to a breakfast of orange juice, scrambled eggs and bacon, potatoes, sweet rolls and coffee.

Following breakfast we got off for a photo stop as our engine moved to the other end of the train and headed south. We reboarded our buses and headed to Chinese and the Sierra Pacific lumber mill which we were to tour. It was hot at Chinese, and the lumber mill was closed because of spot power brownouts, but some of the fans braved the heat and walked around the yard anyway. Our next train, led by Sierra Railway No.28, a 1922 Baldwin 2-8-0, with three coaches, would haul us to Jamestown where we would inspect the oldest surviving operating standard gauge roundhouse in the U.S.A. En route to Jamestown we enjoyed photo runbys and watered the engine at the famous *Petticoat Junction* water tower. The scenery had changed from brown cattle grazing country to a hilly terrain with trees. The arid temperature had also climbed to well over 100 degrees. We were advised to drink lots of water. We did. The old wood depot at Jamestown had a well-equipped gift shop and was only a short walk to the wood roundhouse. The Sierra Railway maintains a fleet of vintage equipment here including No.3, the 1891 Rogers 4-6-0 made famous in the *Petticoat Junction* TV series. There are also two three-truck Shays, a 2-8-2 and five ex-military diesels.

Some years ago, upon the death of the Sierra's owner, the Jamestown terminal was separated from the railroad and became Railtown 1897 operating as the Sierra Railway, a museum of railroading's earlier days, hence the difference in name between the two Sierra railroad entities. The Sierra Railroad tracks continue some miles north to Frassier.

The Rain in New Jersey

Our thanks to the readers who phoned and wrote expressing concern about the nationwide television news coverage of the rains, flooding and water outages in the Newton-Sparta area. While we have a Newton post office, our physical location is in neighboring Fredon Township which thankfully was not affected. In Sparta, though, where Route 15 crosses the New York, Susquehanna & Western main line, mudslides closed the railroad. Once the mud was shoveled away, freight service resumed at five m.p.h., until the stability of the ground could be determined.

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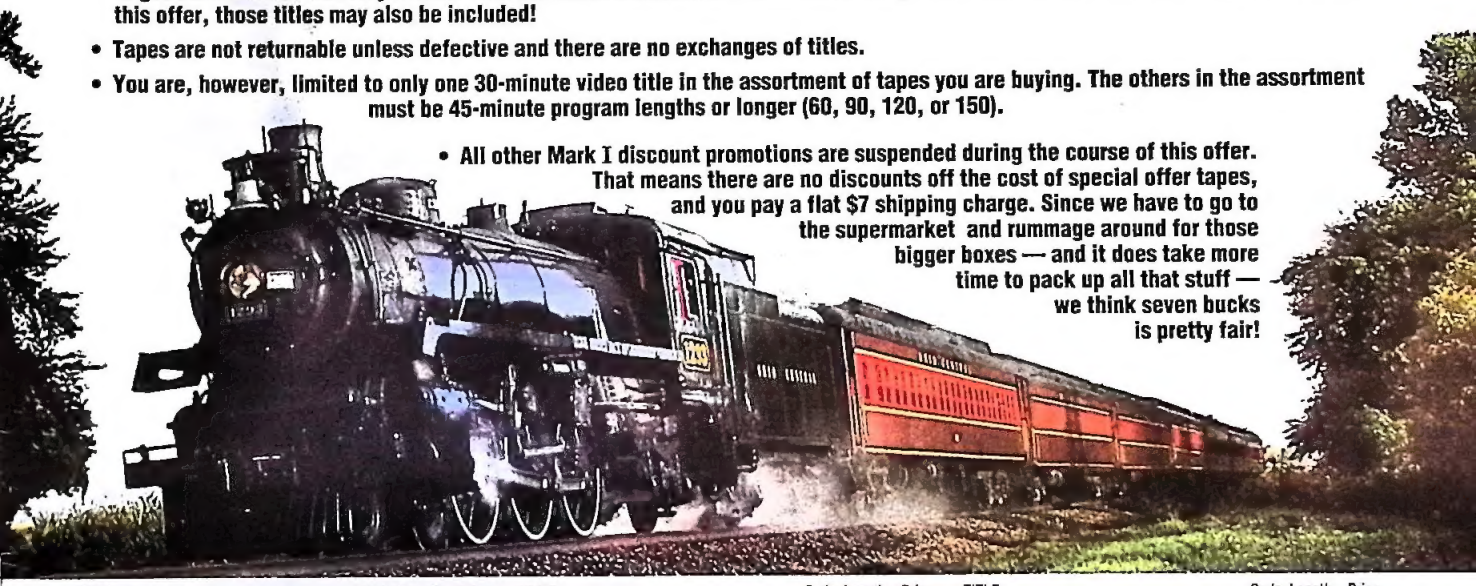

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Back in Black

4449 changed color for its long-awaited return to the Inland Northwest

by Bruce Kelly

STEVEN J. BROWN

IN MORE WAYS THAN ONE, history was made during July 2000 when Southern Pacific 4-8-4 4449 powered Burlington Northern & Santa Fe's *Employee Appreciation Special* across Washington, north Idaho and part of British Columbia. First off, the engine known around the world for its dazzling red and orange Daylight colors was repainted in DuPont Imron black with white pinstripes and silver trim, nearly duplicating its appearance from the late 1950s when SP pulled the GS-4 out of *Coast Daylight* service, removed its streamline skirting and painted it black for use on less-glamorous assignments. The final touches for the "Dark Daylight" were small, discreet BNSF logos applied to the forward end of the engine's skirts, as well as to the main and auxiliary tenders.

The tour also brought main line steam to Spokane and the Inland Northwest for the first time in 25 years. The last operating steam locomotive to visit Spokane was none other than the 4449, which had just been restored and painted red, white and blue when it brought the *American Freedom Train* to town in October 1975. During its four days on display at Spokane, the *AFT's* rolling museum of national artifacts was viewed by nearly 37,000 people, but very few Spokanites got to see the 4449 strut her stuff back then because the train both arrived (on Union Pacific from Boise) and departed (on BN's former Great Northern to Seattle) in the dark of night. Now 25 years later, the Daylight was out in daylight, retracing her steps on some routes and traveling other routes for the first time ever.

With virtually no fanfare, the 4449 and her crew were logging their own silver anniversary, as well. It was 25 years ago that Doyle McCormick, Jack Wheelihan and the 4-8-4 began riding the rails together in what has been one of the longest-lasting and most successful restored-steam operations.

The *EAS* tour departed Vancouver, Washington, on July 8th and spent an entire week shuttling employees and their families back and forth in the Seattle area, as well as north to the Vancouver, British Columbia, suburb of New Westminster. Highlighting the consist of twelve BNSF business cars were three ex-SP bi-level commuter coaches, an ex-SP bi-level lounge and an ex-Santa Fe high-level dome-lounge. McCormick's Daylight-colored tool car *Yes Dear* was coupled directly behind the power.

For protection, and to provide dynamic braking on descending grades, BNSF assigned Dash 9-44CW 4449 to accompany the *EAS* (BNSF 4449 debuted with SP 4449 during last year's trip to Sacramento.) This proved especially helpful on July 16th when the *EAS* traveled from Everett to Wenatchee via Stevens Pass. With the 4449's steam pressure dropped to 40 pounds, the diesel powered the train through the nearly eight-mile long Cascade Tunnel, eliminating what could have been a dangerously smoky situation.

The Daylight had made previous trips to Vancouver in 1996 and to Wenatchee in 1989, but the four days spent east of Wenatchee and Pasco were 4449's first visit to that region since the AFT tour of 1975. July 17th saw the *EAS* crossing the Columbia River outside Wenatchee, tackling the one percent grade of Trinidad Hill, overtaking a freight on the doubletracked climb to Bluestem and finally descending into Spokane across the giant Latah Creek Bridge.

More than 300 BNSF employees and their guests — the biggest turnout of the entire *EAS* tour — rode the July 18th round trip from Spokane to Sandpoint, Idaho, as 4449 logged new mileage on the busy ex-NP route known as "the Funnel." Three hours had been scheduled for the run to allow for possible freight congestion, but the train reached Sandpoint in only 90 minutes, giving passengers an even longer lunch break to shop and eat in the lakeside town, or to simply watch BNSF and MRL trains pass the historic ex-NP depot. The return to Spokane was even quicker. BNSF received many complaints from people who had read schedules published in local newspapers and

ABOVE: **Running with only 40 pounds of steam pressure, "BNSF 4449" exits the east portal of Cascade Tunnel on July 16, 2000, with the BNSF Employee Appreciation Special.** BELOW: **The previous day the 4449 shows off its new black image, very similar to what Daylights looked like in the late 1950s, as it heads southbound near Blaine, Washington.**

brought their kids trackside at the appropriate time, only to learn that the train had passed through as much as an hour earlier. But soon after the *EAS* tied up at Yardley, the endless parade of intermodals, grain trains, and manifest freights that began choking the yard and double track main explained why BNSF was so eager to get the extra off their busiest Northwest corridor.

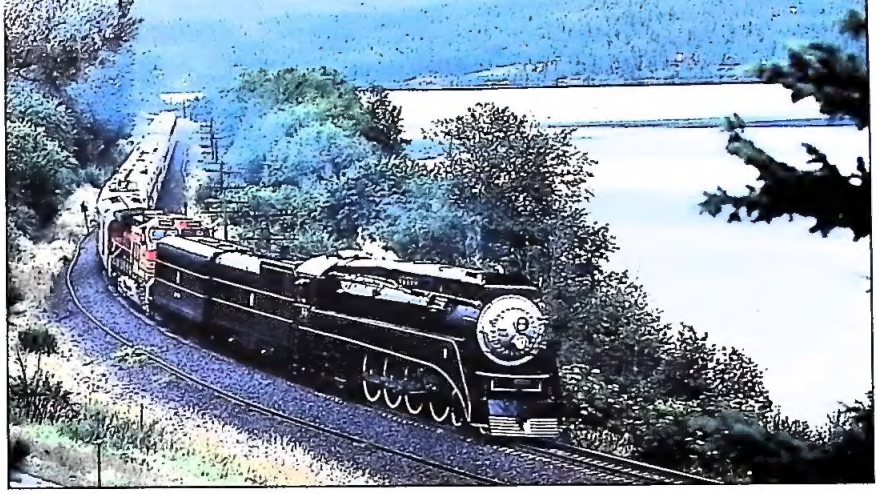
Having been on the road with the *EAS* for ten days, the Daylight crew enjoyed a much-needed layover on July 19th while the engine sat on display at Yardley. When McCormick, Wheelihan and the crew weren't performing maintenance on the engine, they were sharing "tales of the rails" with the public. Wheelihan raised a curious point when he said, "Someone should check why there's a BNSF car called *Donner Pass* in our consist. I think that's an indication of a merger afoot." Wheelihan also pointed out that relief engineer Bill Stetler had spent many hours at the Portland roundhouse prior to the trip, machining a new feedwater pump and rings for the 4449. "Bill was there so much, we'd answer the phone saying, 'Stetler Ring Works.'"

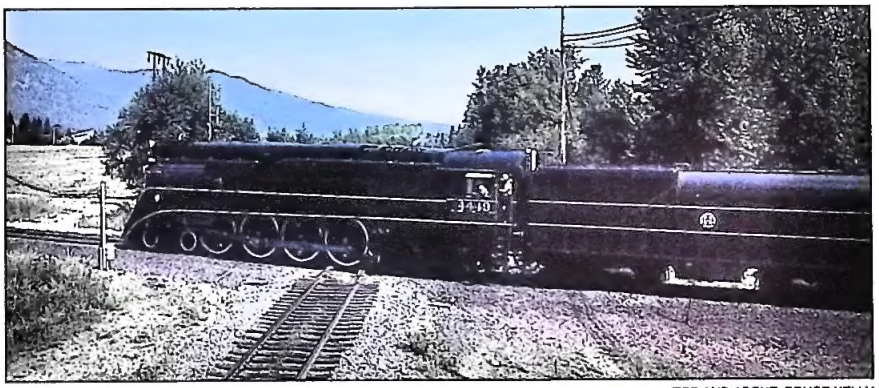
The July 20th run to Pasco got off to a good start thanks to a phone call by a BNSF official, who made sure that a tie gang working on the ex-SP&S main leading into Marshall Canyon would be in the clear. For more than a week, the trackwork had been forcing many westbounds to leave Spokane on the ex-NP line that's normally used for eastbounds. With the track machines holding the main between switches at Overlook, the *EAS* marched out of town on Latah Creek Bridge, slipped through Overlook siding and throttled up for a smoky run past Marshall, much to the delight of more than 60 people waiting on the highway overpass to photograph the 4449 rounding the SP&S curve made famous in steam-era pictures by Phil Hastings and Ron Nixon.

Halfway up Marshall Canyon, the Daylight switched from the SP&S (which is abandoned from there to Pasco) onto the former NP, once again putting the 4-8-4 on trackage it's never seen before. Passengers and local residents engulfed the engine during its scheduled stop at Ritzville, then came time for the mid-day attack on the doubletracked grade over Providence Hill west of Lind. Three BNSF eastbounds were stacked up on the east slope on Main 2 as the 4449 charged up the 0.6% grade on Main 1 with relative ease. Despite the long, twisting one percent downhill run through the coulees, the *EAS* arrived Pasco nearly an hour ahead of schedule.

Inadequate turning facilities at Yakima forced BNSF to run its July 21st round trip there from Pasco without the 4449. On July 22nd, the Daylight concluded its Northwest adventure with a long trip down the Columbia River, pausing en route at Wishram. On arrival at Vancouver, the 4449, auxiliary tender and *Yes Dear* were cut off to head home to nearby Portland, while the rest of the train deadheaded east to continue the *EAS* tour across northern Montana with diesel power.

With the PA restoration and other projects on his hands, McCormick has no immediate plans to repaint the 4449. He says the engine's next outing will probably be a Stampede Pass circle trip in 2001. Meanwhile, BNSF has already approved the legal paperwork allowing SP&S 4-8-4 700 to run from Portland to Spokane in 2001. If the 700's supporters can pull off such a major excursion, there could be not one, but two big 4-8-4s steaming across the Northwest on BNSF next summer.





TOP AND ABOVE: BRUCE KELLY

ABOVE: **On July 18th the 4449 pays its first visit ever to north Idaho with a round trip from Spokane to Sandpoint on BNSF's busy ex-NP Funnel, drawing the most riders of the entire EAS tour. En route to Sandpoint, the train skirts the shore of Cocolalla Lake between Cocolalla and Algoma, Idaho.** BELOW: **After dropping off passengers at Sandpoint's ex-NP depot, the EAS continues a short distance to the ex-GN yard at Boyer to ne wyed, a move which has the Daylight crossing the diamond over UP's ex-Spokane International main as the train travelled on the short connector which linked the NP and GN following the 1970 BN merger.** BOTTOM: **On July 22nd the Daylight is en route to Vane, Washington, as it races along the Columbia River near Moonax.**

OPPOSITE BOTTOM: MIKE BIEHN / BELOW: JOHN BIEHN

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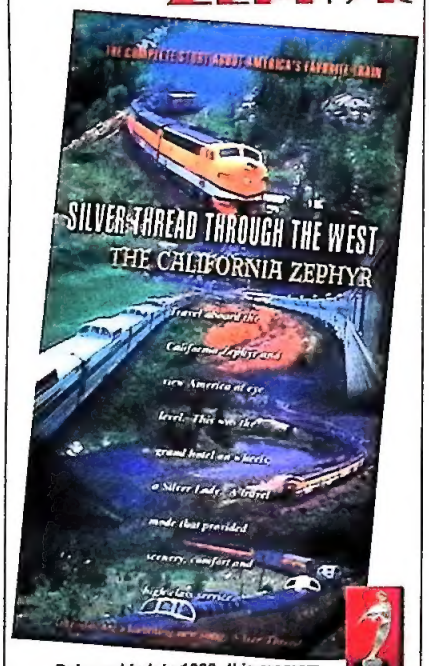

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Letters from readers

Camas Prairie memories

I read with interest the article on the Camas Prairie by Bruce Kelly in the September 2000 RAILFAN & RAILROAD. I was privileged to know the last UP-BN manager of the Camas Prairie, Mr. Vern Hose, a UP man. The former manager had been a BN man, since the UP-BN rotated managers every few years.

I must take issue with the statement in the article that the CSP takes credit for regaining some of the grain business lost to barges. When Vern Hose took over, he found the Grangeville line in terrible condition. Grain shippers had given up on the railroad years before, sidings and spurs were weed-covered, and some were unusable. The UP-BN and former managers evidently gave up once the dams on the Snake River allowed barges all the way to Lewiston. Vern Hose came on board, determined to turn the Grangeville branch around. He talked to the farmers and elevator owners on the plateau and found that they were very unhappy trucking the grain down to the barges. The trucks get stuck waiting to unload down on the Snake River, resulting in a shortage of trucks on the plateau.

UP-BN allowed Vern to negotiate rates with shippers on movements of grain to end points within the Camas Prairie. So he struck a deal with the grain shippers, and UP-BN agreed to provide enough older grain hoppers year around.

Vern had the Camas Prairie section crews clean up and repair spurs and sidings. He was able to get ballast, ties and some used heavier rail for some of the main track. At Craigmont, four new loading tracks were added to the grain elevator. This is essentially business the CSP inherited when they took over the Camas Prairie Railroad.

I am not saying the branch can make money and I doubt if Vern Hose thinks it could, either, but without his efforts it would have been abandoned ten years ago. If the abandonment goes ahead, the farmers and elevators on the plateau will face the same problems as before. It's time for the state of Idaho to step to the plate and support some railroad infrastructure.

ROGER D. MUMM
SEATTLE, WASHINGTON

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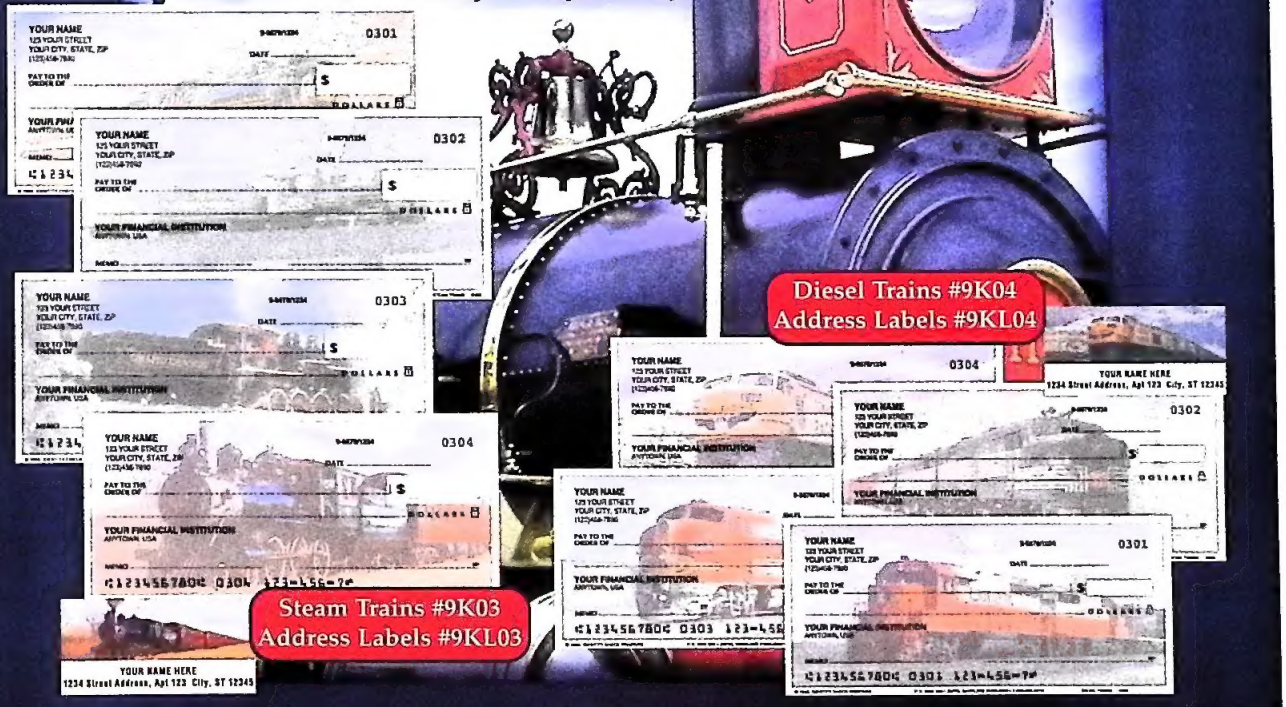

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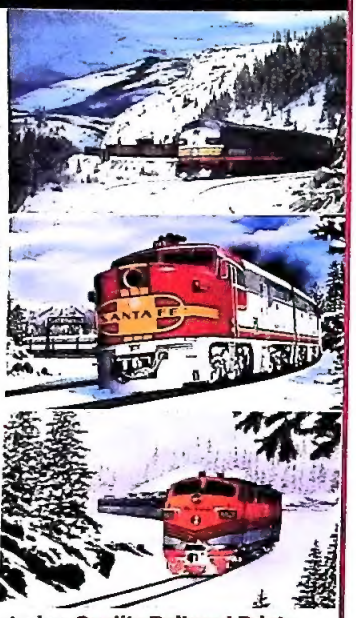

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Timetable

Railfan events guide

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RAILFAN EVENTS

STANFORD, CALIFORNIA, through November 12. *Trains That Passed in the Night: The Railroad Photographs of O. Winston Link* at the Iris & B. Gerald Cantor Center for Visual Arts on the Stanford University campus, featuring 79 images of Link's body of work. Open 11am-5pm Wednesday through Sunday, until 8pm Thursday; closed Monday and Tuesday. Free admission. For information phone 650/723-4177; *www.standford.wedu/dept/ccva/.*

WHIPPANY, NEW JERSEY, October 1. Pumpkinfest at the Whippany Railway Museum with frequent departures starting at 12:30pm with *Pumpkinliner* RDC. Fares $7, kids under 12 $4. For more information contact the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177; *www.WhippanyRailwayMuseum.org.*

BOSTON, MASSACHUSETTS, October 1. Vermont Foliage Special to Bellows Falls, Vt., with chartered Amtrak equipment via CSX and New England Central. Trip departs South Station at 7:30am with other boarding locations in central Massachusetts. Fare $70 (includes lunch). For more information contact Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

PORTLAND, OREGON, October 6-8. Snake River Adventure chartered Amtrak train to Lewiston, Idaho, along the Columbia and Snake Rivers with 70 miles on the main line of the Camas Prairie Railroad through the Snake River Canyon (photo stops planned). Several events on Saturday including two trips on the Lewis & Clark Dinner Train (40 miles on a Camas Prairie branch) with a motorcader bus. All railroad approvals have been obtained, final details and costs being negotiated. For more information visit *www.goldenstaterails.com* or phone 408/278-5051.

CHATTANOOGA, TENNESSEE, October 7, 14, 21, 22, 28 and 29. Autumn Leaf Specials to Summerville over ex-Central of Georgia trackage sponsored by the Tennessee Valley Railroad Museum. All-day trip includes meal in the diner, visit to the Walker County Regional History Museum. Power will be ex-U.S. Army 2-8-0 No.610. Office car Eden Isle is available for private charter. For ticket order form contact the Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; 423/894-8028; *info@tvrail.com; www.tvrail.com.*

ROCKHILL FURNACE, PENNSYLVANIA, October 7-8. East Broad Top Fall Spectacular featuring four operating narrow-gauge steam locomotives and doodlebug on a variety of special trains, plus tours of historic EBT shops. For more information contact the East Broad Top Railroad, P.O. Box 158, Rockhill Furnace, PA 17249; 814/447-3011.

ORBISONIA/ROBERTSDALE, PENNSYLVANIA, October 7-8. Friends of the East Broad Top 17th Fall Reunion with EBT walking and driving tours, model contests, exhibits, vendors and more. Public welcome to visit displays, vendors and Sunday morning open house at the FEBT Museum in Robertsdale at no charge; all other activities require paid registration. For more information contact Vagel C. Keller, P.O. Box 5130, Pittsburgh, PA 15206-0130; 412/441-7881; *vagelk@usaor.net.*

ROCKHILL FURNACE, PENNSYLVANIA, October 7. Night photo session on the East Broad Top with R&R's Steve Barry. Multiple open flash set-ups. All proceeds benefit the EBT. Tickets $35 from EBT Night Photo, c/o Steve Barry, 117 High Street, Newton, NJ 07860. Information phone 973/383-3355 (9am-5pm) or e-mail *steve@daylightimages.com.*

CORNWELLS HEIGHTS, PENNSYLVANIA, October 7-8. Two-day trip to the East Broad Top Fall Spectacular at Orbisonia, Penn., via deluxe motorcoach. Fare of $130 includes weekend pass on Rockhill Trolley Museum rides, three trips on the EBT, trolley and EBT shop tours, lodging and Sunday breakfast. Send check payable to Delaware Valley Chapter NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-6622; *www.bnwr.com*) is holding the following special events. Contact the railroad for details:
October 13, Mixed Freight *(see separate listing).*
October 28-29, Halloween Special.
November 24-26, December 2-3 and 9-10, Santa Express.

RINGOES, NEW JERSEY, October 13. Mixed train on the

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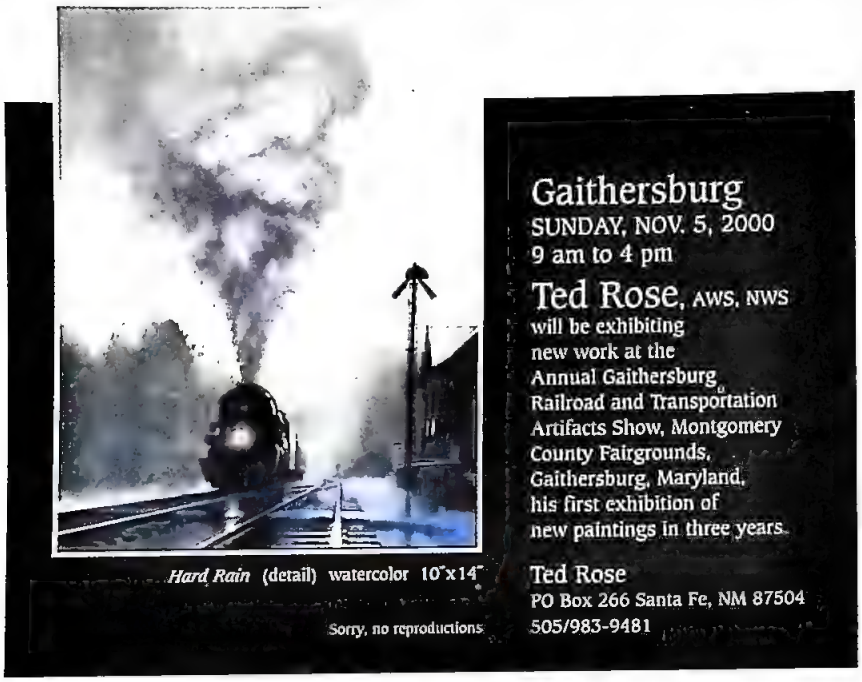

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ORRVILLE, OHIO, October 14. Medina Loop fall foliage excursion to Medina, Ohio, sponsored by the Orrville Railroad Heritage Society. For more information, contact the Society at P.O. Box 11, Orrville, OH 44667; 330/683-2426.

BLUEWATER MICHIGAN CHAPTER NRHS (P.O. Box 296, Royal Oak, MI 48068-0296; 800/594-5162, *www.BluewaterNRHS.com*) is sponsoring the following trips. Fares listed for overnight trips are double/single occupancy, for complete fares contact the Chapter.

October 14, Toronto in a Day by Train from Windsor; $99.
November 3, Bluewater Michigan 18th Anniversary banquet at Farmington with speaker Lou Hoy; $20.
December 2 and 9, Christmas Lights Spectacular at the Huckleberry Railroad from Dearborn and Royal Oak; $69.
December 8-10, Christmas in Toronto by Train from Windsor; $355-$430.
February 3-5 and 10-12, Algoma Central Snow Train from Dearborn and Royal Oak, all-inclusive fare $295-$405.

SANDPOINT, IDAHO, October 14-15. Round trip excursion to Plains, Mont., each day sponsored by the Greater Sandpoint Chamber of Commerce and American Spirit (formerly Montana Daylight Rail Tours). Tickets $99 per person. For information call Susan Kiebert or Bill O'Connor at 208/263-0887.

PERRIS, CALIFORNIA, October 14-15. Pumpkin Train at the Orange Empire Railway Museum with a ride to the pumpkin patch. Fare $10 adults, $7 kids 5-11, under 5 free, includes all-day pass on museum trolleys and a free pumpkin. For information or reservations contact the Orange Empire Railway Museum; P.O. Box 548, Perris, CA 92572-0548, 909/657-2605.

HAGERSTOWN, MARYLAND, October 14-15. Excursion to Cumberland and Oakland, Md., via ex-Western Maryland to Cherry Run, B&O to Cumberland sponsored by the Hagerstown Chapter NRHS and Hagerstown Roundhouse Museum. Visit Cumberland Rail Fest or continue on to Oakland Autumn Glory Festival. Fares to Cumberland $39 adult, $35 senior, $20 kids 4-12. Fares to Oakland $79 adult, $50 kids 4-12. Make checks payable to HRM and send to P.O. Box 2858, Hagerstown, MD 21741 (VISA/MC accepted also). Information phone 301/739-4665.

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256; *ptm@pa-trolley.org; www.pa-trolley.org*) will hold the following special events. Admission (unless otherwise noted) is $6 adults, $5 seniors 65 or over, $3.50 kids 2-15, under 2 free. Contact the museum for complete details.

October 14-15 and 21-22, Pumpkin Patch Trolley; ride orange trolleys and get a pumpkin (kids $4).
October 21-22 and 28-29, Pennsylvania Arts & Crafts Christmas Festival; ride the trolleys to the festival.
November 24-26, December 2-3 and 9-10, Santa Train; kids meet Santa, parents enjoy caroling.

COOPERSTOWN & CHARLOTTE VALLEY RAILWAY (P.O. Box 681, Oneonta, NY 13820; 607/432-2429; *www.lrhs.com*) will hold the following special events. Contact the railroad for details.

October 14-15, Pumpkin Picking and Corn Maze; fares $9 adults, $8 seniors, $6 kids 4-12, under 4 free.
October 27-29, Haunted Halloween Express 2-hour trip with refreshments departs at 6pm each evening; fares $9 adults, $8 seniors, $6 kids 4-12, under 4 free (reservations required).

PINE CREEK RAILROAD (P.O. Box 662, Allaire, NJ 07727-0622; 732/938-5524; *http://homestead.juno.com/crawsat/pinecreekrr.html*) is holding the following special events. Train fare for all events is $2.50 unless otherwise noted. Contact the railroad for more information.

October 14-15, Fall Foliage Express.
November 24-26 and December 2-3, 9-10 and 16-17,

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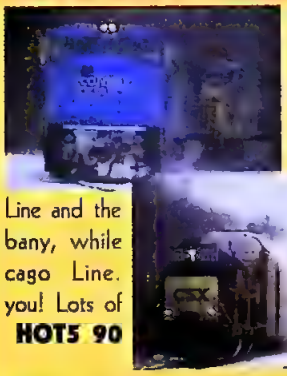

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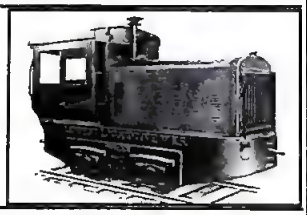

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FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579, 717/687-8628; *frm@redrose.net; www.rrmuseumpa.org*) will hold the following special events at the museum. The museum's regular admission will be charged Contact the Friends for full details.

October 28, Halloween Haunting The railroad museum is transformed into a creepy cavern.

November 12, Trains and Troops showcasing the significant role railroads played in times of defense.

ALNA, MAINE, October 28. Halloween trains at the Wiscasset, Waterville & Farmington Railway Museum. Steam power is expected for these trips. Departures between 5pm and 8pm. For more information contact the WW&F Railway Museum, Sheepscot Station, Alna, ME; 207/882-4193; *www.wwfry.org; webmaster@wwfry.org.*

HOBOKEN, NEW JERSEY, October 28. Chocolate Festival Express to Hackettstown, N.J., for the Chocolate Festival. Direct connection for those travelling from New York's Penn Station. Fare $25, kids under 12 $10 from the United Railroad Historical Society of New Jersey, 112 Hill Top Lane, Meshanic Station, NJ 08853; 732/671-9644 (evenings); *www.urhs.org.*

WHIPPANY, NEW JERSEY, October 28-29. Halloween Express at the Whippany Railway Museum with train departures hourly from noon to 4:00pm. Fares $8, kids under 12 $5, babes-in-arms free. Reservations strongly recommended from the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016. For additional information call 973/887-8177 or visit *www.WhippanyRailwayMuseum.org.*

BOSTON, MASSACHUSETTS, November 24-25. Yuletide in Pennsylvania overnight trip to Delaware and Pennsylvania via Amtrak. Dinner theatre, Longwood Gardens, more included. Fare $350 double occupancy includes five meals. For more information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

STEAMTOWN NATIONAL HISTORIC SITE (150 South Washington Avenue, Scranton, PA 18503; 888/693-9391) will host the following special events. Contact the museum for more details.

November 24-25, Toys for Tots Santa Train; children donating a new, unwrapped gift ride with Santa free.

December 10-20, *The Polar Express* comes to life.

WHIPPANY, NEW JERSEY, December 2-3, 9-10 and 16. Santa Claus Special at the Whippany Railway Museum with hourly departures from 1pm-4pm. Fares $8, kids under 12 $5, reservations strongly suggested. For more information contact the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177; *www.WhippanyRailwayMuseum.org.*

PHILADELPHIA, PENNSYLVANIA, December 16. Night photo trolley special over SEPTA's streetcar lines using a PCC car sponsored by the Wilmington Chapter NRHS. Several stops for open flash and ambient light night photography. Trip departs Elmwood car barn (near I-95) at 5pm, returns approx. 10pm. Capacity limited to 30 people. Tickets $35 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-5pm ET) or e-mail *steve@daylightimages.com.*

BOSTON, MASSACHUSETTS, December 16. 34th Street Express chartered Amtrak train to New York City, departing South Station at 7:00am. Additional passenger pick-ups at Back Bay, Route 128 and Providence. Optional activities include Radio City Christmas Spectacular or Christmas Carol at the Paramount Theatre. Train-only fare $65. For more information conatct the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

PHILADELPHIA, PENNSYLVANIA, January 27. Super Saturday Streetcar Special VIII over SEPTA's streetcar lines using "Red Arrow" PCC 2799 sponsored by the Wilmington Chapter NRHS. Several quality photo stops. Trip departs Elmwood car barn (near I-95) at 10am, returns approx. 3pm. Tickets $30 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-5pm ET) or e-mail *steve@daylightimages.com.*

WASHINGTON, NEW JERSEY, February 24. EastRAIL 2001 will be held at the Warren Hills Regional High School 10am-6pm. Confirmed presenters include Bob Bahrs, Thomas Baker, Steve Barry, Gene Collora, Kermit Geary, Jr., George Hiotus, Vic Neves, David Patch and Scott Snell. Radio personality Tom Moran will be the master of ceremonies for the day. More information will be available next month.

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RAILROADIANA MEETS

CRESSON, PENNSYLVANIA, October 7-8. Cresson Area Heritage Days Train Show & Sale at the Cresson Fire Hall, 10am-5pm. Admission $2, kids under 12 free. Information: Tom Davis, 827 Front Street, Cresson, PA 16630, 814/886-4757.

GATS LIMITED will hold Great American Train Shows, Great Western Train Shows and Great Midwest Train Shows at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652; *GATS@ibm net; www.gats.com.*

October 14-15, Lebanon, Pa., Lebanon Valley Expo Center.
October 21-22, West Palm Beach, Fla., County Expo.

PHOENIX, ARIZONA, October 21. Everything Railroad Fall Train Show & Swap Meet sponsored by the Sahuaro Central Railroad Heritage Preservation SOciety, Inc., at the North Phoenix Baptist Church, 5757 North Central Avenue, 10am-4pm. Admission $4, kids under 12 free with adult. Information: Elden "Ellie" Barbieri, Coordinator, 4115 East Siesta Lane, Phoenix, AZ 85050-3765; 602/494-7430; *ellieb0440@aol.com.*

PLATTSBURGH, NEW YORK, October 21-22. 2nd Annual Lake Champlain Train Show sponsored by the Clinton County Fire Police Association at the Crete Memorial Civic Center, Saturday 10am-5pm, Sunday 10am-4pm. Admission $2, kids 6-12 $1, kids under 6 free. Information: James McConnell, 809 Fuller Road, P.O. Box 130, Peru, NY 12972; 518/643-9446.

JOHNSON CITY (BINGHAMTON), NEW YORK, October 22. Susquehanna Valley Chapter NRHS 7th Annual Southern Tier Rail Fest at the Heritage Conference Center, Watson Boulevard, 9am-3pm. Admission $3, kids under 12 $1.50, family maximum $6. Information: Robert Pastorkey, SVRHS, P.O. Box 2415, Binghamton, NY 13902-2415; 607/775-1267.

INDIANAPOLIS, INDIANA, October 28. 20th Annual Crossroads of America Railroad Artifacts Show & Sale at the Indaina National Guard Armory, 1500 South Holt Road, exit 77 off I-70 West, 9am-3pm. Admission $3, kids under 14 free. Information: Larry Woodard, 3875 South Heritage Court, New Palestine, IN 46163; 317/861-8995; *nupaldepot@aol.com.*

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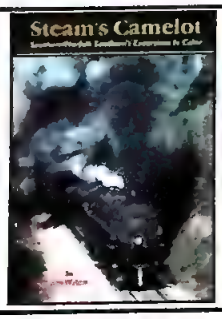

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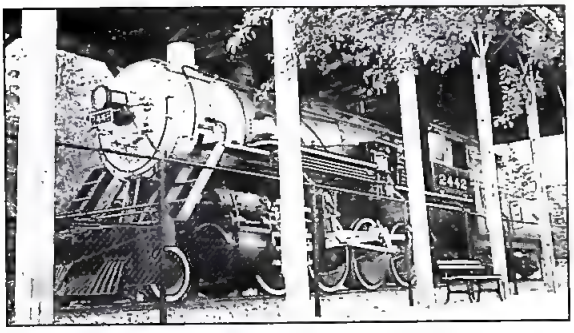
by JEFF TERRY

Soo Line 2442 gets a roof

ALL PARK ENGINES should be so lucky. The citizens of Marshfield, Wisconsin, have cosmetically restored Soo Line 2-8-0 No.2442, displayed for the past 44 years at the entrance to Wildwood Park. The restoration is of a high degree usually seen only at well-funded museums.

The husky consolidation was built for the Soo's Wisconsin Central by the American Locomotive Company in 1911, part of a batch of 15 class F-22 2-8-0s constructed for the WC that year. Quite large as consolidations go, the No.2442 is equipped with 63" drive wheels, 25"×30" cylinders and Walschaerts valve gear and develops 43,000 pounds of tractive effort. The locomotive also has the characteristic "Soo" face with the headlight offset high on the smokebox front.

JEFF TERRY



***SOO LINE 2-8-0 2442** has been given a first-class restoration by the citizens of Marshfield, Wisconsin. The Consolidation sits at the entrance to the town's Wildwood Park.*

When it was first placed on display in 1956, No.2442 was nicely painted and the city surrounded it with a high, barbed-wire-tipped fence to keep kids and sticky-fingered railfans out. While the fence did a good job at protecting the engine's collectable parts (such as the builder's plates, brake handles, etc.) nothing more to preserve the engine was done over the years and, as is the fate of many park locomotives, the No 2442 became a rusting eyesore and an embarassment to the city.

Fortunately, the engine found salvation in a local group calling themselves the Friends of the 2442. Funded by local businesses, civic groups and individual contributions, the thorough cosmetic restoration of No.2442 was begun a few years ago and is nearly complete as of this writing. The engine and tender now gleam in a fresh coat of gloss black and silver, and new Soo Line lettering has been applied. Many small parts have been cleaned, painted and reinstalled, and the asbestos boiler lagging has been removed and disposed of. The rusted-out cab sides have been replaced and brass gauges inside the cab, plus the whistle and bell, have been cleaned and polished. As a crowning touch, a large overhead roof was constructed to shelter No.2442 from the elements, and the engine is brilliantly lit by overhead lights after sunset.

Other cities with park display engines could take a lesson from this small Wisconsin town. A plaque listing the donors that contributed money or materials reads like a "who's who" of Marshfield — it seems as nearly everyone in the city got involved, and they have an exceptionally well-restored steam locomotive to show for it.

CN 6060 Woes

During a routine hydrostatic test in June, former Canadian National 4-8-2 No.6060 was found to have a cracked front flue sheet which necessitated her removal from active service. Fantrips with the engine planned for July and August out of Stettler, Alberta, over former CN and Canadian Pacific branch lines now operated by Alberta Prairie Railway Excursions were rescheduled using Alberta Prairie's 2-8-0 No.41 (actually former Mississippian No.77) or one of their diesel locomotives.

No.6060 is owned and operated by the Rocky Mountain Rail Society, and was built by Montreal Locomotive Works in 1944. At the present time, repairs to the flue sheet are underway at Stettler, and it is hoped to have the engine back in service by the end of the year.

Florida steam

The Mount Dora Scenic Railroad of Mount Dora, Florida, has acquired former W.T. Carter & Brother 2-6-2 No.4, a 1913 Baldwin, and inaugurated steam excursions over its former Florida Central (Atlantic Coast Line) branch line in July. No.4 is perhaps best know for it's days on the tourist-hauling Reader Railroad, where it operated occasionally in passenger service and starred in the movies *North and South*, *Texas Rangers* and *This Property Is Condemned*. No stranger to Florida, No.4 pulled trains at the Gulf Coast Railroad Museum at Parish during 1995 before returning to Arkansas in 1998 for a tour of duty on the short line Dardanelle & Russellville, where it was used on occasion as a freight locomotive. The engine was moved to Florida via CSX in May 2000, and steamed up in late June prior to being placed in regular service.

For now, No.4 will pull the *Mount Dora Cannonball* train on weekends between Mount Dora and Tavares, supplementing the Mount Dora Scenic's replicated Edwards motor car, known locally as the "Mount Dora Doodlebug." Besides those locomotives at amusement parks, the Mount Dora Scenic Railroad is the only "true" steam operation in the state of Florida.

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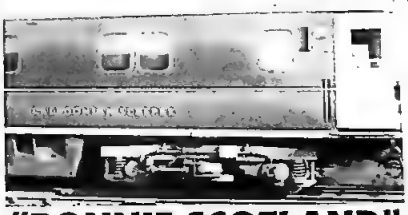

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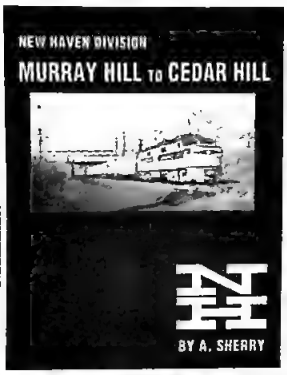

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On The Menu

News and detail on dining by rail

by JAMES D. PORTERFIELD

Amcuisine 2001

"IT'S MATT CAHOON, in Los Angeles," the voice said. "Brian Rosenwald asked me to return your call. He's in Chicago now, you know?" In this way was the opening salvo delivered in a flurry of news that portend changes on Amtrak's Intercity — soon to be called Leisure, maybe even Vista — trains.

Rosenwald may be the most important thing to happen to American passenger railroading since George Pullman invented sleeping and dining cars and George Henry Daniels "invented" the *20th Century Limited* (an accolade for which he would immediately spread credit to everyone with whom he works). Rosenwald was, you'll recall, the creative force behind Amtrak West's splendid, service-oriented (his team pioneered the satisfaction guarantee Amtrak recently rolled out nationwide) — and culinarily significant — *Coast Starlight*. Now as General Manager Western Business Group, Amtrak Intercity, he's in charge of three of Amtrak's venerable long-haul trains, the *California Zephyr*, *Empire Builder* and *Southwest Chief*. And while several trips on his trains this summer were too early to encounter his impact, can first class lounge cars, an onboard theater, live entertainment, Kiddie Cars and more, be in these trains' futures?

Then came a summit of senior Amtrak management convened to establish the company's vision for the future of dining car and lounge car food service on Intercity trains. About the outcome, listen to Jack Davis, Director, Contract Food and Beverage Services/Systems: "The corporate strategic decision is to have a consistent level of food service on our trains, with provision made for choices and variety on the menu." In a nutshell, and with emphasis on the fact that his comments were tentative, that final decisions have yet to be reached, Davis then touched on several key pending developments:

- Amtrak will focus on three brands of service within the existing three Strategic Business Units: Acela, which embraces high speed, regional and commuter trains; Leisure, now Intercity trains, perhaps to be called "Vista," and characterized by full dining car service; and Point-to-Point, trains such as the *Carolinian*, or those operating in the Midwest Corridor, which do not have a dining car, or perhaps no food service at all.
- In January, dining cars on Leisure trains will introduce five cycled menus, each cycle to last 90 days, each train to operate two cycles simultaneously. "That way," Davis points out, "guests on the *Empire Builder* going west will experience a different menu when they return coming east."
- By coordinating the cycles, they can run through the system. Jack Davis: "You might have Cycle One on the northbound *City of New Orleans* and on the westbound *Empire Builder*. In that way we reduce the need to stockpile foods that, because they are of a higher quality, will have a shorter shelf life.
- Seasonal and regional variations in taste and demand mean menu selections will be under the control of Jack Davis' office, but the quantities of each item to be served will be up to each train's Product Line Manager.
- Changes, to begin in 2001, will be phased in, with breakfast and lunch menus being addressed first, then the more complex dinner menus.

Davis, noting that "we are expanding the menu at the same time we are upgrading the quality of the choices," then spelled out plans for meal service on all Leisure trains. Completely new will be appetizers, such as a shrimp cocktail Then a choice of salads, perhaps between mixed greens or Caesar. The poultry selection, instead of ubiquitous chicken, might include stuffed duck breast, Cornish hen or turkey tenderloin. New seafoods, such as red snapper, shrimp or trout. Pasta may or may not be vegetarian, and might include such things as Veal Cannelloni. New vegetarian offerings might include ratatouille, a stir fry, or veggie quesadilla. Specialty choices, still under discussion, if adopted, will be unique to specific trains.

The seemingly contradictory goals — innovation and quality through centralization — are to be achieved through Amtrak's relationship with Gategourmet (formerly Dobbs International Services), which recently took over responsibility for Amtrak's commissary system. Through its arrangements with a number of high-quality independent food service distributors around the country, Gategourmet is expected to use its buying power to acquire the best prepared and fresh foods available for use on the dining cars.

"The result," says Jack Davis, "will be greater consistency in both menu selections and levels of service, an expanded number of entrees to six and greater variety in the dining experience for the frequent passenger." Management gains include cost control, as system-wide cycles enable buying greater amounts of fewer items, and the assurance of customer satisfaction throughout the system.

You already see fresh specialty sandwiches, such as Roast Beef and Cheddar on Marbled Rye Bread or Ham and Swiss on a Kaiser Roll on the lounge cars of Intercity trains. (Those sampled on the *Empire Builder* in July were fresh and tasty.) "They were popular on Northeast corridor trains," says Davis, "but with a short shelf life, they have to be re-provisioned at each end of a run. Gategourmet can do that"

Meanwhile, Matt Cahoon, Manager of Guest Services for the *Coast Starlight*, spoke with enthusiasm about changes introduced on his train's menus this summer. As the fax machine whirred into action to deliver copies of new menus, Matt spoke of different, more creative dishes from his chefs. Four lunch and dinner menus, with north- and southbound trains each having unique selections in both summer and winter, offer more choices and greater variety. The summer lunch menu, for example, offers a Pear and Gorgonzola

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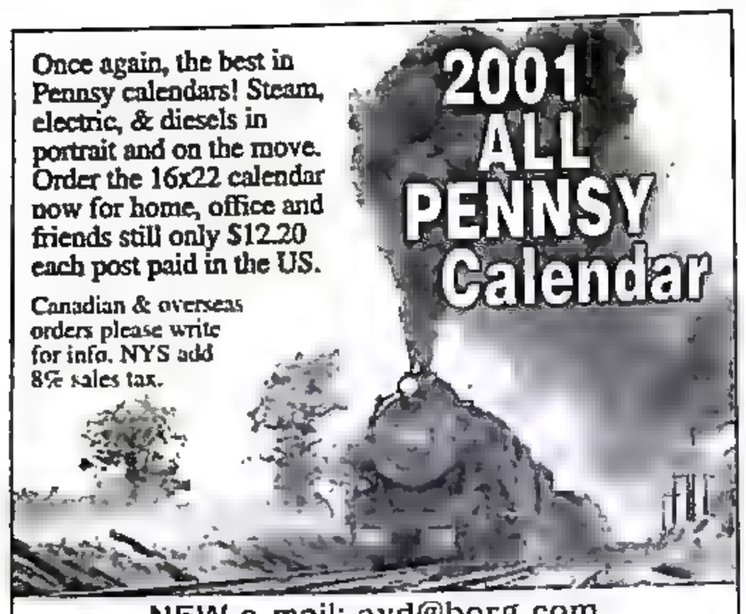

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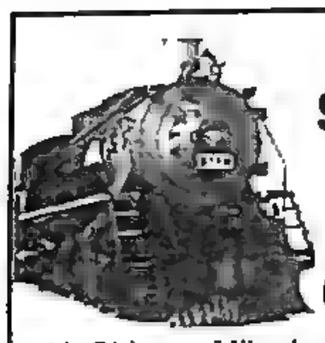

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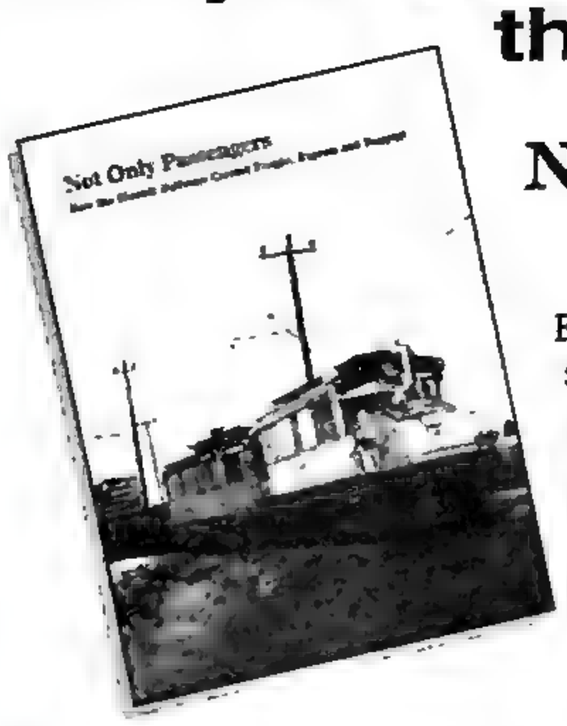

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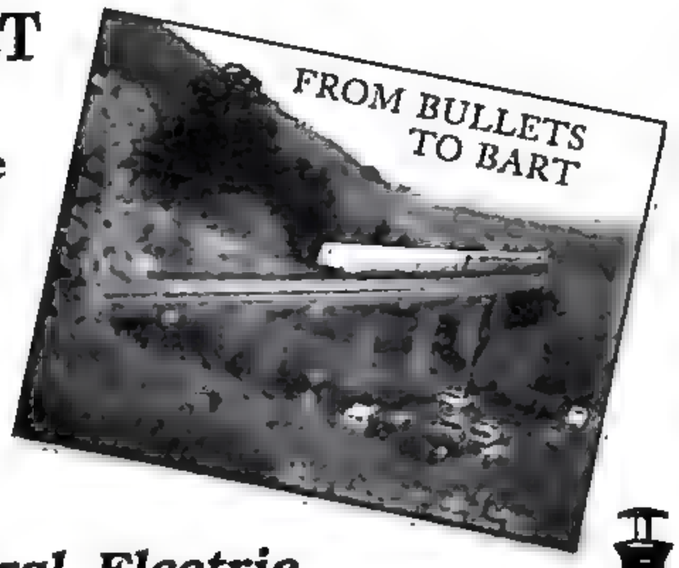

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CERA

Salad with walnuts on a bed of mixed greens and a raspberry vinaigrette, a Grilled Salmon Sandwich on a Kaiser roll with lettuce, tomato, thinly sliced pickled cucumbers and lemon caper mayonnaise or a Vegetarian Burrito topped with cheese and a spicy ranchero sauce to riders going south. Those heading north can select a Poached Salmon Nicoise with eggs, green beans, sliced potatoes, tomatoes, olives and capers with a Champagne vinaigrette; a Turkey Breast Sandwich on a seven-grain bun with thinly sliced cucumbers, red onions, tomatoes, lettuce, spicy honey mustard and French fries; or a Grilled Veggie Flatbread with cheddar and jack cheeses. In all cases the standard meat or veggie burger, chicken pot pie and soup-and-salad selections remain.

At dinner, southbound passengers can have Seared New York Strip with herbed butter; Duxelle en Croute, tender chicken breast wrapped in a puff pastry and baked golden brown with a delicate mushroom sherry sauce; or Grilled Swordfish with papaya and red bell pepper relish. Northbound guests are offered Prime Rib with creamy horseradish sauce and au jus; tender chicken breast stuffed with an "earthy" blend of shiitake and porcini mushrooms and Parmesan cheese in a sherry mushroom sauce; or Parmesan Crusted Red Snapper on a warm plum tomato sauce with a spicy corn and mixed pepper salsa. With all of these meals you are offered a choice of two accompaniments among roasted red rose potatoes, garlic mashed potatoes, rice pilaf, mixed vegetables, or snap peas with pearl onions.

Southbound, the vegetarian offering is a golden baked herbed portobello mushroom layered with sautéed spinach and grilled vegetables topped with mozzarella and Parmesan cheeses. Northbound it's a Wild Mushroom and Spinach Lasagna.

The *Coast Starlight* has been running long enough to have favorites among passengers, so "Coastal Classic" Grilled Pork Chops topped with caramelized apples served with potato pancakes goes north, while Veal Osso Bucco greets you going south.

A Rosenwald tradition remains — each entree description is accompanied by a suggested fine wine.

Breakfast, the same menu in both directions, nonetheless includes such specialties as Fiesta Scramble, scrambled eggs with Aidelle's spicy habanero sausage and Monterey jack cheese served with two corn tortillas; or the *Coast Starlight* Omelette prepared with sautéed spinach, grilled onions, mushrooms and Swiss cheese; both with a choice of home fries, tomatoes, or cottage cheese.

A summer spent traveling some of the Intercity system found the trains generally running smoothly and on time. Morale among onboard personnel could be characterized as from "good" to "highly positive." Food service ranged from "good" to "exceptional," with no instances of an item being sold out — and that includes the highly popular Turtle Ice Cream Pie. (*Note to Amtrak Executives*: There must be *some* way to offer that for sale through the mail!)

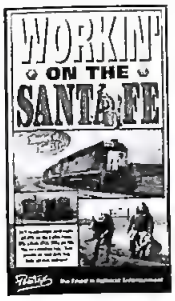
So get on the train. It's a great place to hang out, meet emerging railfans and enjoy the experience of meals, motion and scenery available only on the rails. But beware! You'll arrive at your destination actually sorry — not relieved — that that portion of your trip/vacation is over.

Videos

Reviews of new releases

Workin' on the Santa Fe

Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911, 800/950-9333; 90 minutes, $19.95 plus $4.00 shipping.



Years ago, a number of large corporations produced their own training films, much of the material being safety or public relations oriented, and the AT&SF was no exception. Pentrex here shows us six such films produced from the 1950s to the 1970s.

A few are very dated but good in historical information. A couple are timeless and should be required viewing by all railroaders and tourist line operators each year, for they provide time-worn techniques and illustrations of which we all should follow. All films are good 16mm color originals and well transferred, and the picture quality varies only based on the original content. If any of the topics are of less interest to you, forget the message and watch as close-ups of the old paint schemes pass in review. These are of interest to the Sante Fe fan as well as the modeler.

"Team Effort" explains safe handling techniques for the various tools and work tasks track repairmen encounter. While machines handle most of this for today's Class Ones, this is outstanding advice on the proper use of such things as spike mauls, claw bars, lining bars, sledges and chisels, tie tongs, track wrench, a rail saw and other power tools. "Count the Seconds" is another timeless presentation of how to behave on and around moving equipment. While the FRA has eliminated some of the practices shown here, we learn how to mount and dismount moving cars, for example.

"The Continuing Challenge," all of six minutes, contains a lot of footage of freight car wheelsets, filmed from under the cars with the primitive TV of the day, to explain how empty car wheelsets can climb the rails at speed, thus causing derailments. There are some track geometry car scenes. "Barstow: Nerve Center in the Desert" principally shows the building of the new yard via time lapse, aerial and regular scenes. Most of the usual peripheral activities are also covered. "Pay Day" illustrates how improper train handling, poor packing in a boxcar, etc., can ruin a shipped item. Snippets of icing reefers, passenger and freight trains in Cajon Pass, and a TWA connie are seen. The last film covers computerization of the Argentine Yard in the 1970s and processing of cars there. — *Tom Kelcec*

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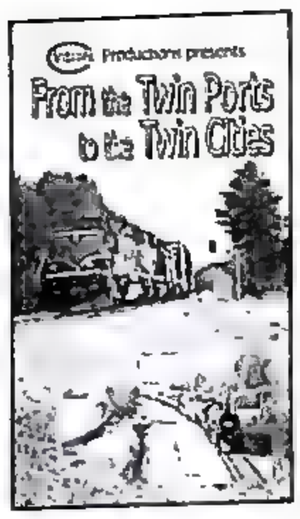
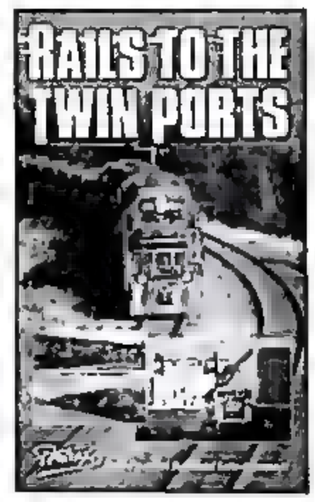


St. Paul, is ex-Great Northern trackage running relatively straight in the woods of northern Wisconsin. Over its rails flowed traffic of the BNSF, Canadian Pacific, Union Pacific, and Canadian National — the latter before their traffic was rerouted to the WC. To add to the mix, power of all these roads is complemented by Soo, Chicago & North Western and Duluth, Winnipeg & Pacific, plus Oakway and GATX power.

All of this is presented to us in a continuous stream of runbys as we move geographically south, as the title implies, starting at Boylston Junction and ending at Coon Creek, the southern end of the sub. Each train is identified by its symbol, origin and destination. The number of trains shown, where they are from and going to, and what they carry, is quite amazing.

The environment ranges from sun to clouds in all seasons. Camera technique and sounds are good, the narration sparse. Locations vary from the repetitive wedge to an occasional breakaway or scenic glimpse. This is thorough coverage of what runs on this very busy line, as well as a true presentation of how the line looks. Quite the funnel. Pity there aren't some more enticing physical features to shoot. — *Tom Kelcec*

Rails to the Twin Ports
Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911, 800/950-9333; 114 minutes, $29.95 plus $4.00 shipping.

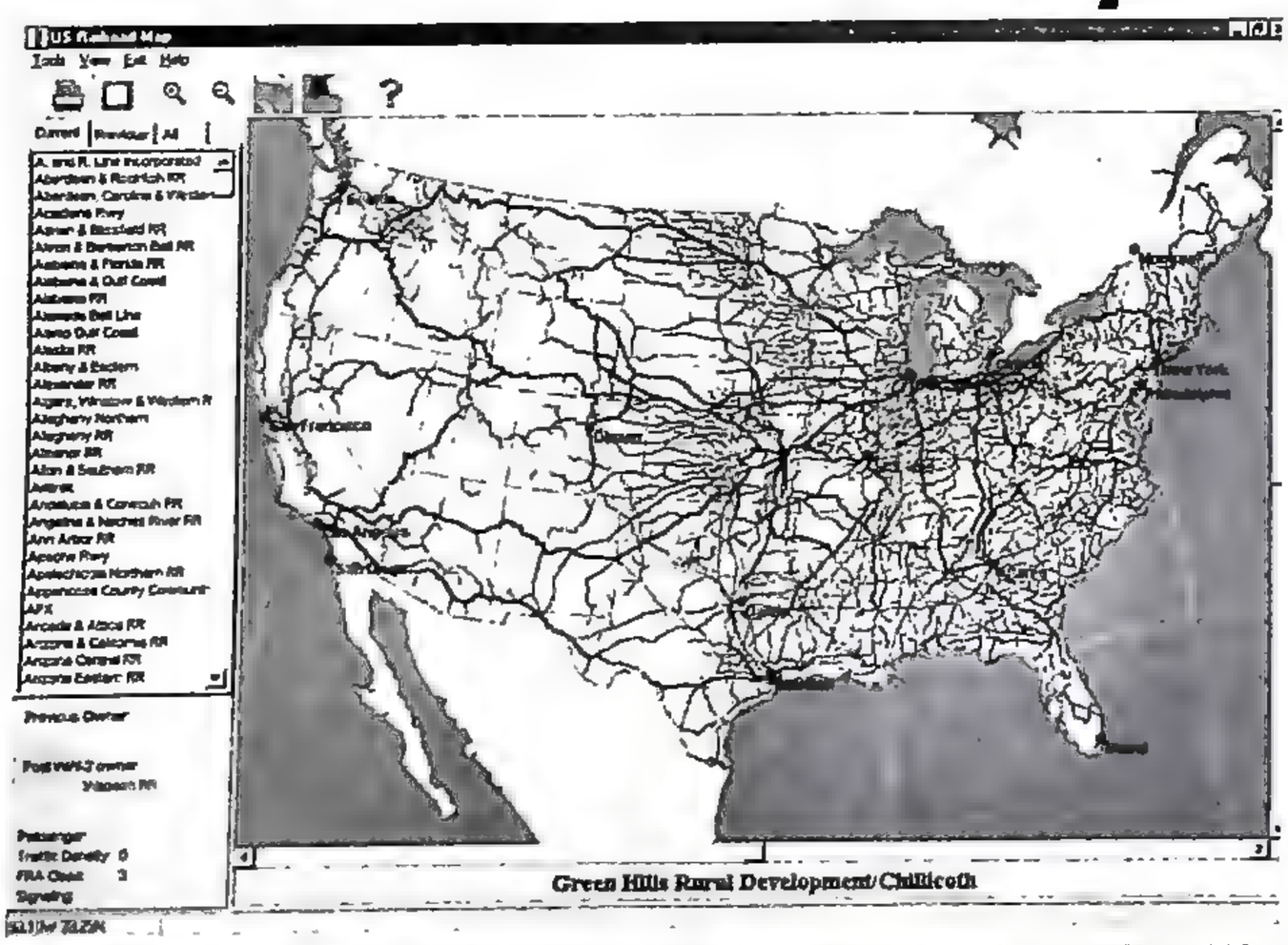


While C. Vision's production concentrates on one of the lines into the Duluth-Superior area, Pentrex's tape gives us a pretty comprehensive look at the many railroad lines that terminate all over the Twin Ports: BNSF, Union Pacific, Canadian National, Canadian Pacific, Wisconsin Central and more. It is quite a spaghetti bowl, and liberal use of a map keeps us oriented as we move around.

During this traditional runby tape, we learn of the history of most of the routes, understand their traffic and see how they operate. The footage was shot in various seasons, and we sometimes visit locations one would normally find off limits — yards, bulk commodity terminals and so on. No matter where we turn, there are also a variety of trains of one owner running on the track of another.

Locations vary from grade crossings to scenic views of various bridges, the lake, winter snows, Proctor Hill, the ore docks in Duluth and the inside of the cab of an EMD NW5 on the North Shore Scenic. This is a very educational tape about a lot of railroading in a relatively small area. Remember, there is not a lot of high speed running here, nor a comprehensive look at one line, but the explanation of the region and the solid photo technique make this a good viewing experience. — *Tom Kelcec*

US Railroad Map



Ron Paludan's US Railroad Map contains data for the entitre US railroad network. Just move and click the mouse on the map to see current and historical data on specific stretches of track on current and abandoned railroads. Visit www.signalcc.com for more info.

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Memories of Steam in the Northeast, Volumes II and III
Mark I Video, P.O. Box 404, New Milford, NJ 07646, 800/66-MARK1; each tape 30 minutes, $27.95 each plus $5.00 shipping for first tape, $1.00 each additional. NJ residents add 6% sales tax.

Continuing the series of archival film productions started some time ago, Mark I brings to us here new 8mm and 16mm color and black & white footage shot by local fans in the 1930s and 1940s. Combined with the best dubbed sound in the business and very high quality film transfers, the overall viewing pleasure is very high due to the uniqueness of the subject matter, even if sometimes the footage is not be considered 100% prime sharp and best composed by today's standards.

Volume II starts with the Erie in Jersey City in black & white and continues west as we ride the last car of the train, often looking forward to the engine, a 4-6-2. Marvel at the locations without trees. We next spend some time at Gulf Summit, watching various engine combinations such as 2-8-4s and 2-10-2s struggle upgrade in either direction, and also see some distant views of steam around and on Starrucca Viaduct. We end the Erie with some 1943 color clips of a 4-6-2 near Englewood.

Back to B&W, we ride a fantrip on the New York Central, New Haven and Lehigh & Hudson River from the city to Warwick, New York. The last segment is a ride on an RRE trip from New York City to Readsboro, Vermont, in 1940. We see steam engines en route and, in pre-OSHA days, ride an open gondola, pushed, on the Hoosac Tunnel & Western Railroad. Note the Hoosac tunnels with tracks in both bores.

Volume III starts off with heavy, heavy power on the Delaware & Hudson. The focus is the line from Carbondale through Ararat to Starrucca, Pennsylvania, and return, when the 4-6-6-4s reigned supreme and would often run in herds northbound — one on the front and two on the rear. There are many good runbys here with great smoke. A rare view is a Challenger on the wye at Lanesboro.

Moving to quainter surroundings, the Maryland & Pennsylvania in black & white is our next venue in 1940. Our ride on the Ma & Pa encompasses views of several stations, trestles, the Slate Hill branch and more. Lastly, there are B&W scenes of the Huntington & Broad Top Mountain Railroad, in the rain, around Huntington, Pennsylvania. We see a H&BT fantrip with 2-8-0 No.37 and get a variety of views.

Both volumes are worth several looks for the period steam fan looking for rare footage. I liked *Volume III* better due to the exceptional D&H footage, counterbalanced by the Ma & Pa. — *TOM KELCEC*

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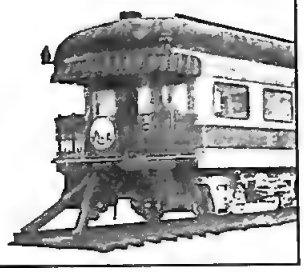

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Author Bill Griffin continues his look at the RF&P, this time focusing on the line's passenger service in the years 1935-1975. The RF&P double-tracked mainline was only 110 miles long, but its passenger service was an important link between north and south with their own trains, and many run-through trains from ACL and SCL. This volume is an extensive photographic look at the trains, cars and motive power with extended detailed captions and many excellent photos. *Expected September/October.*

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Rail Freight Tunnel for New York City

HARBOR TUNNEL PROPOSED AGAIN: The proposed rail-freight tunnel under New York Harbor, which has been adopted by New York City Mayor Rudolph W. Giuliani as a "favored project," would cost up to $2.3 billion but would pay for itself through increased business along a revitalized Brooklyn waterfront, according to a city study. While the idea has been around since the 1920s, the resurgence in interest in the tunnel as a way to reduce truck congestion has brought about new research. Of all the major metropolitan areas in the United States, New York City currently receives the smallest percentage of its goods by rail.

The two-year study by the New York City Economic Development Corporation recommends that a tunnel be built connecting Bay Ridge, Brooklyn, and either Staten Island or Jersey City, linking New York to the existing rail-freight network in the rest of the country. The study shows that the tunnel could reduce the number of trucks entering the city by about one million annually.

The report also suggests that an interim carfloat system, a major expansion of the service currently operated by the New York Cross Harbor Railroad, be developed. The carfloats would operate during the tunnel's estimated ten-year construction period. The barge system would cost about $150 million to get started. The original carfloat system, in use by nearly every major railroad serving New York into the 1960s, carried large volumes of traffic; today the NYCH operates what remains, linking Greenville, New Jersey, with the Brooklyn waterfront.

The report was completed in May, but it has been released only to technical advisers and elected officials. One major group whose support must be garnered is the Port Authority of New York and New Jersey, which controls the shipping terminals in the harbor and the bridges that carry most truck traffic into the city.

Proponents envision a revitalized Brooklyn waterfront with terminals able to handle deep-draft cargo vessels which cannot use the shallow channels to ports on Staten Island or in New Jersey.

Proposed routes for the tunnel begin at the little-used 65th Street freight yard in Bay Ridge. From there, the tunnel would be dug under the harbor to main line railroad links on Staten Island or in Jersey City. The tunnel, proposed as a bore wide enough for single or double track, could cost anywhere between $1.4 billion and $2.3 billion. These estimates include tunnel approaches and upgrades of existing trackage. — *Bob Gallegos*

Amtrak

ACELA EXPRESS DELAYS: Just a few weeks after missing and broken bolts on Acela Express power trucks further delayed testing of the new high speed train sets, a new problem has again delayed the introduction of the new service. This time, loose and broken bolts have been found on the anti-sway bars which help steady the ride in coaches at high speed.

According to builder Bombardier, the problem is unrelated to the previous bolt issue and the delay should not seriously affect the overall testing schedule.

The problem was discovered July 20, 2000, during testing when test engineers noticed noises coming from under the coaches and stopped the train for inspection. They found a loose bolt and upon further inspections found several more. This problem appears to be human error, and has since been remedied. With testing continuing in order to iron out all the bugs before the trains enter service, a firm start-up date for Acela Express remains elusive.

HHP's ON THE WAY: In related news, the first of Amtrak's newest electric passenger engines has joined the fleet in regular service. Northeast Corridor president Stan Bagley said August 2nd that HHP-8 No.655 was "conditionally accepted from the Bombardier-Alstom manufacturing consortium and today was placed into revenue service." The 125 m.p.h. HHP's will enter service gradually, Bagley said. "We will introduce the new equipment in phases. Phase I involves running between Philadelphia and New York for two to three weeks. Once this is complete, the locomotive will move to Phase II, operating a round trip from Washington to Boston one day, and a round trip from Washington to New York the next. As each new locomotive completes Phase II, it will be dispatched in Acela Regional service."

No.655's maiden run in Northeast Corridor service was on *Clocker* train No.645 on August 2nd. The double-ended electric HHP-8 engines develop 8000 horsepower ("HHP" is shorthand for "high-horsepower.") The railroad ordered 15 of the HHP-8s for Acela Regional service as part of the order of the high-speed Acela Express trainsets. — *Leo King.*

SHORT LINES

Dakota Rail Farewell

RAILAMERICA CLOSES LINE: Dakota Rail, the first of the four ex-Great Northern lines RailAmerica purchased in Minnesota in the 1990s, was recently shut down by the Boca Raton, Florida-based short line operator. The final train, led by ex-Milwaukee Road SW1200 No.1206, left Hutchinson, Minnesota, on June 14, 2000, for the 44-mile trip to DAKR's interchange with BNSF at Wayzata. In tow were four covered hoppers from the 3M plant and a log car repaired at Dakota Rail Car Repair (page 27). Two more cars were picked up at Norwesco, a plastic tank company in St. Bonafacius, and one car was collected at Spring Park. After delivering the seven-car train to Wayzata, the 1206 was stored at the diesel house in Spring Park.

Dakota Rail, which took over the branch in 1985 after Burlington Northern sought to abandon it, was purchased in September 1995 by RailAmerica, which went on to acquire the Otter Tail Valley, Minnesota Northern and St. Croix Valley Railroads in Minnesota. All but the Otter Tail Valley are reportedly among the ten railroads RailAmerica has on the selling block in an attempt to reduce its debt following a large spending spree over the past year which included the purchases of RailTex, the Toledo, Peoria & Western and RailLink in Canada. All told, RailAmerica operates nearly 50 railroads with more than 12,000 miles of track, making it the largest operator of short line and regional railroads in the world.

Much of the Dakota Rail track consisted of the original 56-pound rail put down by GN when it build the branch in 1886. Efforts were made to secure private, state and local funding for a $7 million rehab of the line, but when that attempt was unsuccessful, the company announced in early May that it intended to sell Dakota Rail, and later embargoed the line. Carloads had declined to about 500 annually from a half-dozen shippers.

As of late June, the McLeod Regional Rail Authority was continuing efforts to acquire the line, perhaps with the aid of the Minnesota Department of Transportation, a major lien holder in the line through its past investment in rehab projects. If efforts to restore service fail, the state has indicated an interest in retaining the right-of-way for light rail or commuter use in the Twin Cities' western suburbs; other groups are interested in developing it as a trail. — *Terry Davis*

TOURIST LINES

White Pass & Yukon Route

CENTENNIAL CELEBRATED: At the height of the Klondike Gold Rush, the White Pass & Yukon Route was the only supply line between the ocean port of Skagway, Alaska, and Whitehorse, Yukon Territories, in Canada. The three-foot gauge line closed almost 20 years ago when the local mining industry collapsed and the road lost its main customer. A decade after its closure, part of the line was reopened as a tourist railroad, carrying passengers between Skagway, Alaska, and Lake Bennet, British Columbia. Since that rebirth, the little railroad has enjoyed great success carrying tourists, and an extension to Carcross is on tap for next year.

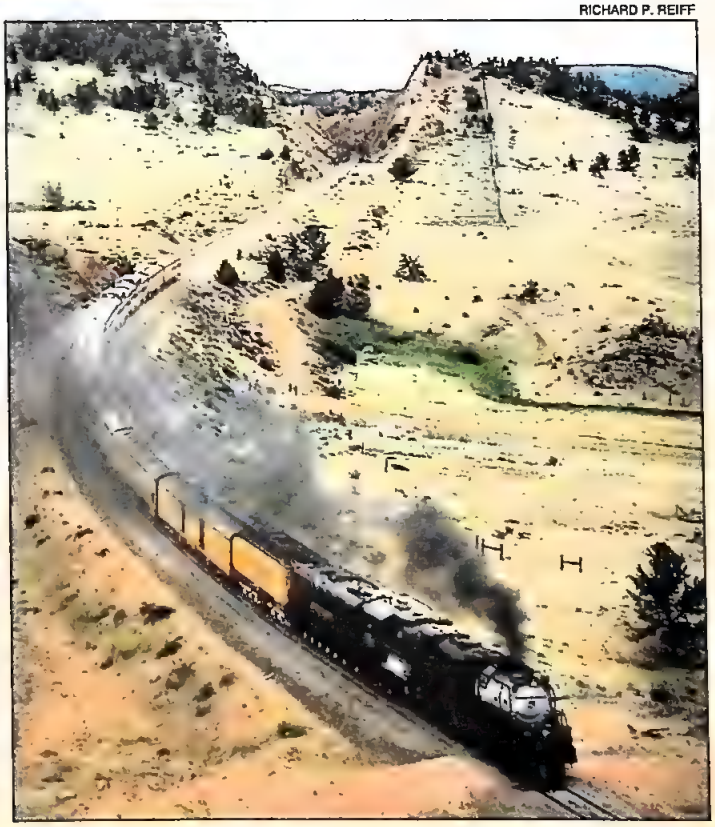
Over the weekend of July 30th, the railroad held a 100th anniversary celebration. Trains rolled from Carcross, the soon-to-be terminus of the expanded tourist operation, to an on-line celebration point for a golden spike ceremony. Trains were powered by the White Pass route's venerable 2-8-2 No.73 and a newly acquired 2-8-0. Descendents of the line's builder, Michael Heney, were on hand for the celebration. One of Heney's great grand nephews serves as a tour guide on the line.

TERRY DAVIS

Dakota Rail Last Run

Citing decreasing traffic and the need for a major physical plant rehab, RailAmerica has shut down its Dakota Rail short line in Minnesota. The last run occurred on June 14, 2000, when DAKR SW1200 No.1206 hauled the last train from Hutchinson to Wayzata. At Hutchinson, No.1206 retrieves the final four cars from the 3M plant as the last run begins. RailAmerica hopes to sell the line. See story at left for more.

RICHARD P. REIFF



Big Power for Wyoming Excursion

Union Pacific 4-6-6-4 Challenger No.3985 leads an 11- car special — including two domes — at Dale Junction, Wyoming on July 15, 2000. The trip ran from Cheyenne to Laramie, Wyoming, for the Union Pacific Historical Society. The trip featured an afternoon departure from Cheyenne and encountered thunderstorms, tornadoes and occassional sun during its journey. The 350 available seats sold out quickly.The Sherman Hill excursions, once a semi-annual event, have been quite rare in recent years.

KEL AIKEN

New Mississippi Short Line

Mississippi has a new short line with the start of service on the Tishoming Railroad in Iuka. The ten-mile short line serves the Tri-State Commerce Park, a new industrial park opened at the site of the TVA's never-completed Yellow Creek Nuclear Power Plant. The Tishoming has a pair of RS32s and a pair of GP9s for power. The RS32s, Nos.212 and 211 are at work in Iuka on May 30, 2000.

BRAD McCLELLAND

B&O Position Lights Fall

CSX is currently at work replacing the old Baltimore & Ohio position-light signals on several of its lines, including the Toledo Subdivision. In Ottawa, Ohio, just north of Lima, the new, standard signals are in place but not yet in service on July 2, 2000, as train Q201 passes behind AC6000CW No.674.

TERRY DAVIS

Excursions on the I&M

I&M Rail Link hosted a series of excursions over its former Milwaukee Road line between Ruthven and Spencer, Iowa, the weekend of July 7-9, 2000. Dubbed the *Ruthven & Lost Island Express*, the train made five trips on July 7th and four each on July 8th and 9th. In addition, a dinner train ran each evening. I&M Rail Link SD9s Nos.610 and 608 lead one of the trips at Ruthven on July 8th. The excursions are believed to be the first passenger trains running over the former Milwaukee main across northern Iowa since the *Sioux* was discontinued in 1960.

ANDREW GRAHL

Trains Again Roll to Wassaic

Revenue service on the extension of Metro-North's upper Harlem Line service from Dover Plains to Wassaic, New York (see RAILNEWS, October 2000 R&R), began on July 9, 2000. Train No.9911, the first revenue train on the extension, is led by FL9 No.2005 at the new Tenmile River station, located between Dover Plains and Wassaic. The six-mile extension returns service north of Dover Plains for the first time since Penn Central cut the service back in 1972.

FRANK W. POWELL

RONALD H. BAILE

UP's Republican Convention Train

A Union Pacific executive train made its way cross country to the Repubican National Convention held in Philadelphia in July. Upon arrival in Philadelphia, the train was positioned adjacent to the First Union Center — site of the convention — and used as offices and dormitories for party officials. On July 23rd, the train rolls through West Trenton, New Jersey, with CSX power leading the UP E9s (**left**). During the convention, the E9s took up residence at Pattison Avenue (**above**).

PIERRE OZORAK

Commuters & Tourists

Montreal's Agence Metropolitaine de Transport, operator of commuter service between Montreal and Dorion (and Rigaud), has instituted a new tourist rail service along its lakeside line, the *Riverain* discovery train. Using a pair of freshly painted FP7A's and three former GO Transit cars painted in a scheme reflecting the scenery along the route, *Riverain* operates between Montreal and Ste. Anne de Bellevue twice a day during the week and four times on weekends. At Ste. Anne, passengers have time for a boat ride or a meal in one of the local restaurants.

ROBERT A. LAMAY

Trains to OpSail

Connecticut Department of Transportation's Shore Line East service pitched in to ease traffic congestion during OpSail2000's New London, Connecticut, visit with expanded service between New Haven, New London and Mystic during the four-day exposition. Shore Line East GP40-2H No.6695 eases a train of demotored SPV2000 "Constitution Liners" through Groton, Connecticut, on June 12, 2000.

ALL THE WAY ACROSS

The best train ride I ever had - George H. Drury

I'M OFTEN ASKED for my list of ten best train rides—in the United States, in Europe, in the world. I finally decided to keep lists, just so I could be consistent. To satisfy your curiosity, here's the current edition of the world list:

- Venice Simplon-Orient-Express: pampered travel in a train of the 1920s.
- Amtrak *California Zephyr*: Amtrak's best scenery.
- Rhaetian Railway Bernina route: the highest crossing of the Alps by a rail line, and meter gauge, too.
- Indian Pacific: From Sydney to Perth, all the way across a continent.
- Rossiya: Moscow to Vladivostok, the longest continuous train ride in the world.
- *Rocky Mountaineer*: Vancouver to Jasper or Banff, entirely by day.
- Train à Grande Vitesse: Paris to Lyon, a little like a roller coaster and a little like a DC-9 about to take off.
- North across the Arctic Circle: Oslo, Norway, to Narvik — to Hell (really) and beyond.
- Cumbres & Toltec Scenic Railroad: reasonably authentic and a wide range of scenery.
- Copper Canyon: Chihuahua, Chih., to Los Mochis, Sinaloa — some of the wildest country in North America.

I haven't ridden the Indian Pacific yet; my trip from Vladivostok to Moscow was on a chartered train, not the Rossiya; and I've ridden only part of the route north from Oslo.

Sometimes I'm asked about the single best train ride I've taken. It isn't any of those on that list. It was in 1966 . . .

It was not a good year. The Klamath Falls draft board had sent me to Portland for a physical exam. They and I both knew the physical would be a piece of cake compared to the seven-hour Greyhound ride. With me on the bus were several students from Oregon Tech, one of whom observed that I was quite a bit older than they were. I was pushing 26. Oregon Tech's director of admissions said that if the draft got me, he'd break my leg — I could visit high schools on crutches.

Then he said he wouldn't renew my contract for the next academic year. The professional association was convening in Washington, and the dean said I could take a week off (it was spring break anyway) to attend the convention and perhaps have some job interviews with other colleges.

It would be a train trip. No question there. I'd start on Southern Pacific's

Cascade — it was the only train in town — but would I go south to Sacramento or north to Portland before turning east? I had already ridden both routes east from Sacramento so it was Portland.

I'd take full advantage of the tariffs and cover different routes each way. From Portland I'd ride Union Pacific's *City of Portland* to Denver, then Burlington's *California Zephyr* to Chicago, using the four-hour layover in Denver to have dinner with a friend. From Chicago to Washington I'd ride Baltimore & Ohio's *Capitol Limited*. After two days in Washington I'd ride the Pennsy and the New Haven to Boston, visit my mother, then return home on New York Central's *New England States* to Chicago, Northern Pacific's *North Coast Limited* to Seattle, NP's pool train to Portland, and the *Cascade* back to Klamath Falls.

I'd have a coach seat on the *Cascade*, the *City of Portland*, and the *California Zephyr*, but on the *Capitol*, the *New England States*, and the *North Coast Limited* I'd have a genuine bed — those trains carried Slumbercoaches. The dogleg to Seattle was a way to avoid getting out of a Slumbercoach bed at 2:00 a.m. for the ride from Pasco to Portland.

I would ride some old friends: the Burlington from Denver to Chicago, the *Capitol*, and Pennsy and New Haven's Washington-Boston service. I'd cover new territory from Portland to Granger, Wyoming, on UP and from Chicago to Seattle, then down to Portland on the Burlington and the NP.

Thursday, March 31, 1966

Someone in the administration building coffee room mentions a rail strike. I find a newspaper. Firemen are striking eight railroads, one of which is UP. I'll go anyway. They might settle the strike by tomorrow morning. That night I call my friend in Denver to tell him of the uncertainty.

Friday, April 1st

The *Cascade* is scheduled out of Klamath Falls at 1:40 a.m. I can't recall now whether I decided to stay up till departure time, hoping I'd be tired enough to fall asleep on train, or went to bed early, then didn't sleep, knowing I'd be getting up in a few hours.

At Eugene I go to the automatic buffet car for breakfast (this is a low-budget trip). Spring hasn't yet come to the high country east of the Cascades, but the Willamette Valley is in full bloom. It's a good year for lambs.

At Portland I see rust on the rails under a string of UP passenger cars. I observe the line at the ticket counter, stow my suitcase in a locker, and head uptown to Northern Pacific's city ticket office. No line there.

The agent flips my itinerary: a coach seat east to Pasco on Spokane, Portland & Seattle's combined *North Coast Limited* and *Empire Builder*, a Slumbercoach room on the *North Coast* to Miles City, Montana, and another from there to Chicago, and a coach seat from Chicago to Portland on UP (assuming the strike will be over next Friday). I dispatch a postcard to Denver with the revised itinerary.

SP&S train No.2 is Omaha orange and Pullman green up front and Loewy two-tone green at the rear. My seat is in an SP&S coach, since I'm riding only to Pasco, but as soon as the conductor lifts my ticket I head for the nearest dome.

SP&S, the North Bank Road, is the Water Level Route of the West. It was built between 1905 and 1908 by James J. Hill, who wanted a route to Portland that would be everything Great Northern's line over the Cascades was not. In past months I've seen the Columbia River from the Oregon side while visiting high schools. Now I have a view from the Washington side across the river to familiar country.

PHOTOGRAPHY BY GEORGE H. DRURY

The train is due into Pasco at 7:05 p.m., so I respond to the first call for dinner. I choose roast beef (this was before I knew about cholesterol), which is extremely good. SP&S operates just one dining car, as near as I can judge

OPPOSITE TOP: **On April 2, 1966, CB&Q train No.30, unofficially known as the "Nightcrawler," will depart Billings, Montana, for Denver, 18 hours and 667 miles away, after the *North Coast Limited* leaves for St. Paul and Chicago.** OPPOSITE BOTTOM AND ABOVE: **Train No. 26, the *North Coast Limited*, pauses at Livingston Montana on April 2, 1966, as the trio of F's that led the train from Seattle prepare to head for the diesel shop. Bringing up the rear is a handsome round-end observation car. The glossy paint speaks well of NP's passenger policy.** BELOW: **From the windows of its dome car, No.26 is seen descending the east slope of Homestake Pass east of Butte, Montana.**

RIGHT: **Part of the servicing routine for the *North Coast Limited* at Livingston, Montana, is washing the windows of the dome. Passengers in No.26's dome get a clear view on April 2, 1966.** BELOW: **The next day, at St. Paul, Minnesota, St. Paul Union Depot switcher No.1, a GE 44-Tonner, cuts a fresh dining car into the *North Coast Limited* for the remainder of the trip into Chicago.**

from the timetable, and does a fine job.

East of Plymouth, Washington, the railroad and the river gradually bend to the northeast, then north, then northwest. The train crosses the Columbia River from Kennewick to Pasco just about dark. I detrain to wait for my Slumbercoach bed to arrive from Seattle. A switcher takes the NP sleeper and dome coach off the rear of the SP&S No.2, which then backs out of the station and heads for Spokane, where it will meet the *Empire Builder*.

The *North Coast Limited* arrives from Seattle at 7:25 and the switcher goes to work on it, cutting out a Seattle-Pasco coach and cutting in the dome coach and sleeper from Portland. It's a complicated maneuver because all three cars are at different positions in NP No.26, but departure is on time at 7:50.

I board the Slumbercoach, stow my suitcase, and go forward to a dome coach, thinking I'll watch the lights of the towns of eastern Washington for a while. Hah. I see occasional block signals and the headlight of the locomotive shining on unpopulated territory. I don't sit there long. That Slumbercoach bed has my name on it.

Saturday, April 2nd

I wake as the train accelerates away from a station a little after sunrise. Eager to see as much scenery as I can, I dress and go to the lunch counter in the *Traveller's Rest* car for breakfast, then find a dome.

At Butte I see Union Pacific's *Butte Special,* also with rust on the rails beneath it. The strike is still on. Homestake Pass east of Butte is the reason most of NP's freight goes through Helena, and it's as tough a piece of mountain railroad as I've seen.

About three hours out of Butte the *North Coast* stops for servicing in Livingston. In ten minutes service crews top off the fuel and water tanks, a machine rolls along the platform cleaning the dome windows, and I snap a few photos. I do the same at Billings that afternoon — a picture of the the *North Coast*'s observation car and one of Burlington's train to Denver.

The Pullman conductor tells me I can occupy the Slumbercoach room all the way to Chicago. He'll put the passenger who was to take over my room into the room I was to move to. With that minor worry out of the way and with the Rockies well behind the observation car, I unfold the bed for a nap. I'm still catching up with that first night.

I decide to splurge on a dining car dinner. I walk back through a sleeper or two to the diner, then continue to the observation car and sit there for a few minutes illegally (I'm a coach passenger) to savor my first ride in a round-end observation car.

Dinner in the dining car is as good as I anticipated. I note that the steward writes the orders down — on every other railroad in the country dining car patrons write their own orders — and I'm intrigued by the yellow salt in the third shaker (I've never found out what it was).

Later in the *Travellers' Rest* car I'm enticed into conversation with a graduate student and two teachers who are also going to conventions. They need a fourth for Hearts, and they teach me the game. It's a skill I don't retain east of Bismarck.

Sunday, April 3rd

While the *North Coast Limited* stands in the Minneapolis station, the *Empire Builder* arrives on the next track. It looks tired; the dust of two nights and a day doesn't help the Omaha orange and Pullman green. NP's greens are muted colors and bear up better under road grime.

I go to the dome for the short ride to St. Paul. The scenery — well, I consider it scenery — consists of junctions, underpasses, yards and engine terminals. After the *North Coast* backs into the station, I step down to watch St. Paul Union Depot No.1, a red-and-white 44-Tonner, couple a fresh dining car into the train. *North Coast* diners, I learn later, work east to Chicago the first day, lay over almost 24 hours, go to Seattle, then return from Seattle to St. Paul. I'm the first customer for breakfast.

Afterward I return to the dome. The train is impressively long — four silver Burlington E-units and 21 cars. It's really three trains, the *Morning Zephyr*, the *Empire Builder* and the *North Coast Limited*. The rudimentary second hand of my watch and some mental arithmetic tell me we're doing about 90 m.p.h. along the east bank of the Mississippi.

The speed continues most of the way to Chicago. Burlington has a straight shot in from the west to that right-angle curve maybe a mile south of Union Station. A blue-and-white bus of the Railroad Transfer Service takes me from Chicago's big-time station to Grand Central, Chicago's quietest and most dignified station.

Since a Slumbercoach room offers a view of only one side of the world, I go back to the *Capitol Limited*'s Pullman lounge car (Pullman operates the Slumbercoach, so I'm legal) so I can see

both sides of Chicago. As the train rolls west alongside the Burlington (Baltimore & Ohio's route out of Chicago heads in most of the major directions) I see the *California Zephyr* arriving from Denver. Had I been on it, I would not be on the *Capitol*.

A fellow sits down opposite me. He looks a lot like my friend in Denver. He fires up a pipe and orders a very dry martini, two of that friend's habits. We get to talking.

"How did you wind up in Klamath Falls?" he asks.

"One of my professors at the University of Denver suggested —"

"Maybe you know my brother. He teaches physics there." Yes.

We have dinner together, then watch Michael Caine in *The Spy That Came in from The Cold* — this was during the era when B&O showed movies in the dining car and one coach.

Monday, April 4th

Breakfast is good, as it always is on the B&O. In 1963 I discovered the pleasure of dining on the B&O — excellent food on a grand assortment of blue-and-white china picturing B&O scenes and historic locomotives, plus pale yellow table linen for contrast. Breakfast was always the most memorable, because at home breakfast wasn't the good-china-good-silver-and-tablecloth meal that it was on a dining car. Nor did breakfast at home include glimpses of the Potomac.

Approaching Washington from the northwest, the *Capitol* (which during the night picked up Detroit-Baltimore cars of the *Ambassador* at Willard, Ohio) turns left toward Baltimore, affording a good view of the coach yard, then backs to Washington Union Station, where about half the train will terminate.

In *Travels With Charley*, John Steinbeck commented that often a journey is over long before the traveler reaches home. The remainder of the trip was like that — it became a simple matter of getting home. I have no photos to show of the westward trip, and only a few disconnected memories.

The *Colonial* used most of the available daylight — 7:00 a.m. to 3:45 p.m. — for its Washington-Boston trip; I felt as though I was back with an old friend. There was also a feeling of speed — a P70 coach behind a GG1 seems a lot faster than a dome coach behind four Burlington E's. The twelve-mile ride from North Station out to Reading in a Boston & Maine RDC was an even older friend than the Pennsy and the New Haven.

The *New England States* served up a pretty good steak dinner at a reasonable price. I stepped down onto the platform at Albany, but I was in bed by Schenectady. The guy who came up with the slogan "The Water Level Route — You Can Sleep" got it right.

In Chicago I photographed the late-morning trains out of Union Station — Pennsylvania No.22, the *Manhattan Limited* to New York, and No.70, a nameless train to Cincinnati; Burlington No.11, the *Nebraska Zephyr* to Lincoln; and Gulf, Mobile & Ohio No.1, the *Limited* to St. Louis.

For reasons I've long since forgotten, the departure of the *City of Denver* was delayed about an hour, and darkness overtook the train just west of the Mississippi River crossing near Savanna, Illinois. I slept so soundly in my coach seat — in a Milwaukee Road car with an all-wood interior — that I saw nothing of UP's double-track raceway across Nebraska. Saturday morning when I awoke the train was already on the single-track line across northeast Colorado. I had a quick cup of coffee with my friend in the Denver station restaurant while train No.111, the *City of Denver*, became train No.105, the *City of Portland*.

The trip across Wyoming was uneventful, and about all I can remember of rest of the route of the *City of Portland* was the descent alongside the freeway into Portland. Rain kept me in Portland Union Station until the 4:30 departure of the *Cascade* — it was as secular an Easter Sunday as I ever spent. On the *Cascade* I turned in another good performance of coach-seat sleeping — the conductor had to work hard to wake me as the train arrived Klamath Falls.

Things turned out okay. The draft board must have decided I was too old. The job leads I got at the convention didn't pan out, but the dean sent my resumé to a friend who worked for Southern Pacific, and I fetched up programming a computer for SP and living in San Francisco.

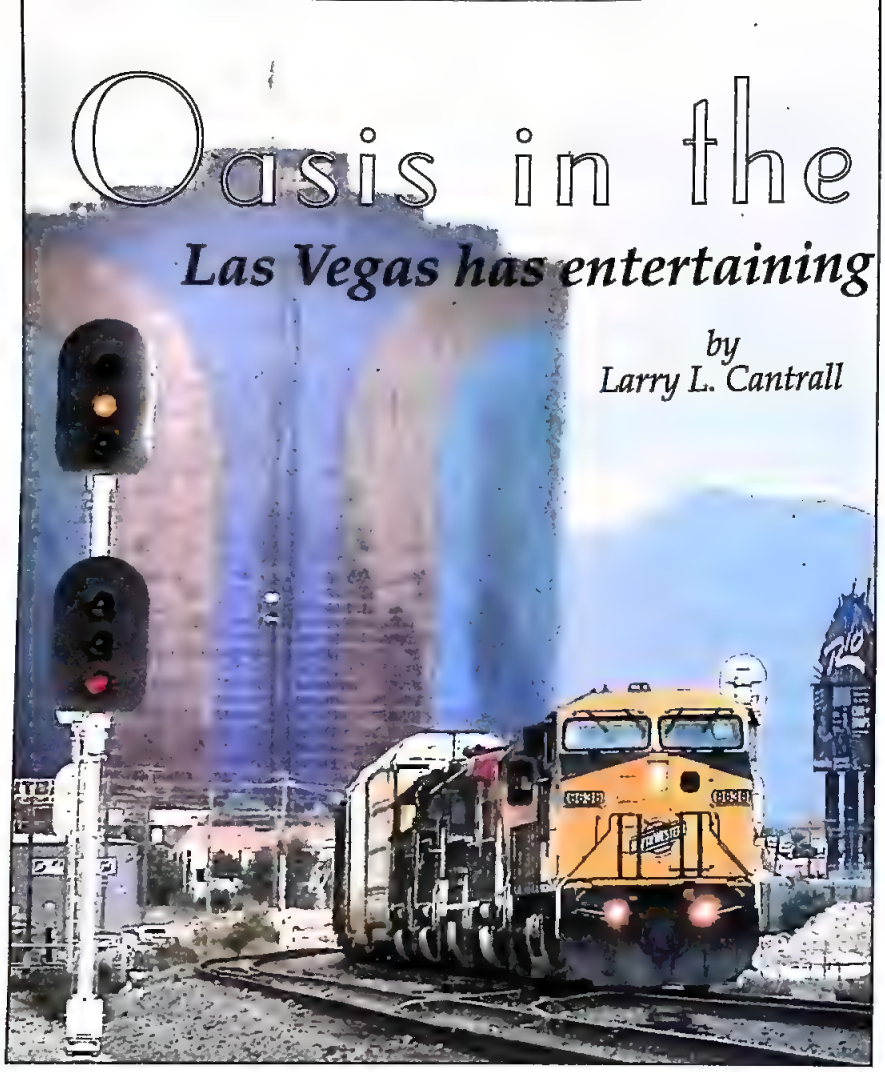
I've ridden hundreds of trains since, with interesting equipment, exotic destinations and spectacular scenery, but that ride on the *North Coast* and the *Capitol* still takes first place in my memory as my best train ride.

ABOVE: **Baltimore & Ohio No.6, the *Capitol Limited*, is nearly ready for departure from Chicago's Grand Central Station in July 1966. Though not the train Drury rode in this story, the edition of the *Cap* seen above provides a good representation of the train in that era.** BELOW: **Boston & Maine's suburban Boston service is illustrated by RDC No.6112 at Reading, Massachusetts, on June 17, 1971.**

Oasis in the Desert

Las Vegas has entertaining railroads, too

by
Larry L. Cantrall



LAS VEGAS, NEVADA — entertainment and Gaming Capital of the World, home to many of the top hotels/casinos, open 24 hours a day. More people visit here each year than Disneyland, Walt Disney World and all the remaining American theme parks combined.

Hard to believe this mecca in the desert started life in May 1905 as a division point for the San Pedro, Los Angeles & Salt Lake Railroad (SPLA&SL). The railroad held an auction under a Mesquite tree where the present day Union Plaza stands in downtown Las Vegas and sold 176 lots on the first day, netting the railroad approximately $79,566 and marking the beginning of an isolated railroad town in the middle of the Mojave Desert.

Las Vegas remained a sleepy town under strong railroad control for many years. Liquor was restricted to Blocks 16 and 17, except for buildings devoted to hotel purposes or with legitimate dining establishments. Gambling was generally outlawed in 1909. Development was slow, with various gold, silver and gypsum mining booms outside Vegas creating much of the early activity. During this time, the railroad was the lifeline to the rest of the world.

In 1931, gambling was legalized in Nevada and the construction of Hoover Dam began. The railroad started losing its grip on Vegas but became important as a supply line to the dam and, later, as the prominent source of bringing many gamblers and visitors to the new "Oasis in the Desert."

In the beginning

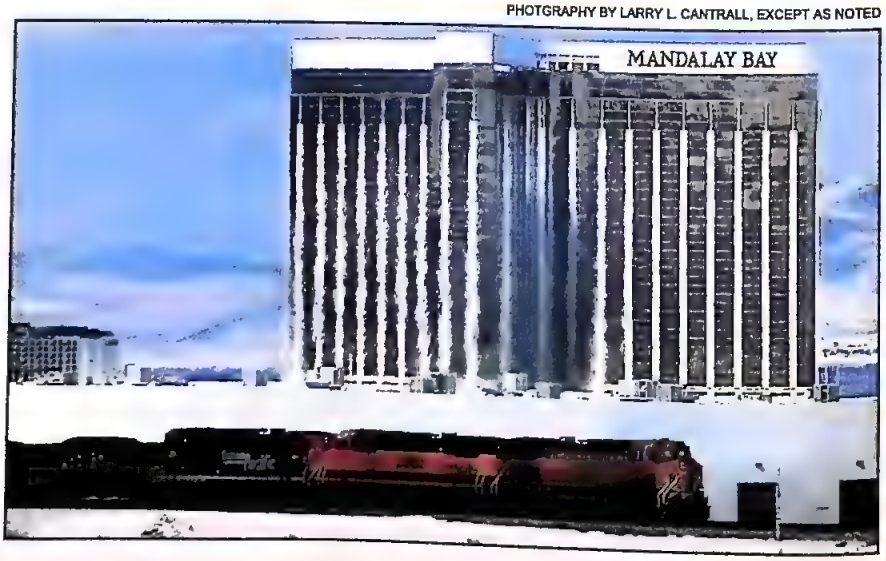
Early on, railroad developers realized the Las Vegas valley in the middle of the Mojave Desert would be important as a source of water for any rail line developed between Salt Lake City and Los Angeles. Like many things in Vegas, the development of the rail connection between these points was riddled with controversy and power struggles between men bent on power and control as well as making their fortune. Although there were several players in the rail line through Las Vegas, the principal power brokers were William A. Clark and the Union Pacific's Edward Harriman through the subsidiary Oregon Short Line. Like many early rail disputes, the actual facts are hard to clear up and many versions exist as to what really happened.

Originally, the Utah & California Railroad (U&C) surveyed a rail route between Salt Lake City and Los Angeles. However, in 1894, they defaulted on their taxes and the rights to the right of way were apparently up for grabs. It was maneuvering by Clark in association with a reorganization of the U&C and Harriman countering with control of another railroad, the Utah & Pacific, that created a power struggle over those rights.

Clark discovered the U&C tax problems and claimed the rights to the original route as it was surveyed by reorganizing the U&C. After the reorganization, he managed to get control of the tax titles and convey them to his new railroad, the SPLA&SL in 1901.

Harriman didn't give in easily. He claimed control of the U&P, which in turn claimed it had previously negotiated agreements for the rights with the U&C. The U&P was

PHOTGRAPHY BY LARRY L. CANTRALL, EXCEPT AS NOTED



TOP: **With the casinos of Las Vegas as a backdrop, Chicago & North Western Dash 9-44CW 8638 hustles a Union Pacific train south out of the entertainment capital.** RIGHT: **Run-through power is seen in Vegas as well, as evidenced by BNSF Dash 9-44CW's 4947 in Heritage II paint and 1079 wearing Heritage I.**

ABOVE: **Union Pacific caboose 3303 sits in the desert at Rhyolite, Nevada.** LEFT: **Also at Rhyolite is the former Las Vegas & Tonopah station. The building was recently acquired by the Bureau of Land Management and may become a visitor's center.** BELOW: **Los Angeles & Salt Lake 6082 is in charge of a work train on the Boulder Branch, which was built in 1931 to aid in the construction of Hoover Dam. The line has since been abandoned into Boulder City.**

chartered in August 1898 by some leading Mormon business interests in Salt Lake which included David Eccles. Eccles played instrumental roles in the development of several western railroads through out UP's early development until his death in 1912. Today, a member of the Eccles family still sits on the Union Pacific corporate board of directors.

The stage was set. Both men embarked on a power struggle that lasted until 1902. Eventually, after many legal battles and negotiations between the OSL and the SPLA&SL, an agreement was reached allowing the line to be finished in 1905. Basically, the agreement held the SPLA&SL would construct the line to Harriman's Union Pacific standards and operate the line with exclusive connections to the UP's Oregon Short Line in Salt Lake City and the Southern Pacific in Los Angeles. The OSL also received 50 percent of Clark's railroad stock in the SPLA&SL. Several other provisions were also included such as clauses guaranteeing against territorial invasion and settlement of all lawsuits.

The San Pedro, Los Angeles & Salt Lake

The SPLA&SL was the vision of William Clark, a United States senator from Montana and the son of a struggling Pennsylvania farmer. He sought wealth, power and respect and, before entering the world of railroads, he was a gold miner, freight hauler and money broker. Mark Twain once wrote of Clark, "By his example, he has so excused and so sweetened corruption that in Montana it no longer has an offensive smell." In August 1900 Clark bought an interest in the Los Angeles Terminal Railway, a minor Southern California railroad. Clark realized the only two major western cities not linked by rail were Los Angeles and Salt Lake, and he felt development of a line would both shorten the distance to a seaport for his mining interests in Montana and open the valuable mineral reserves in Utah. Some critics feel his brother Ross saw these possibilities first, not William.

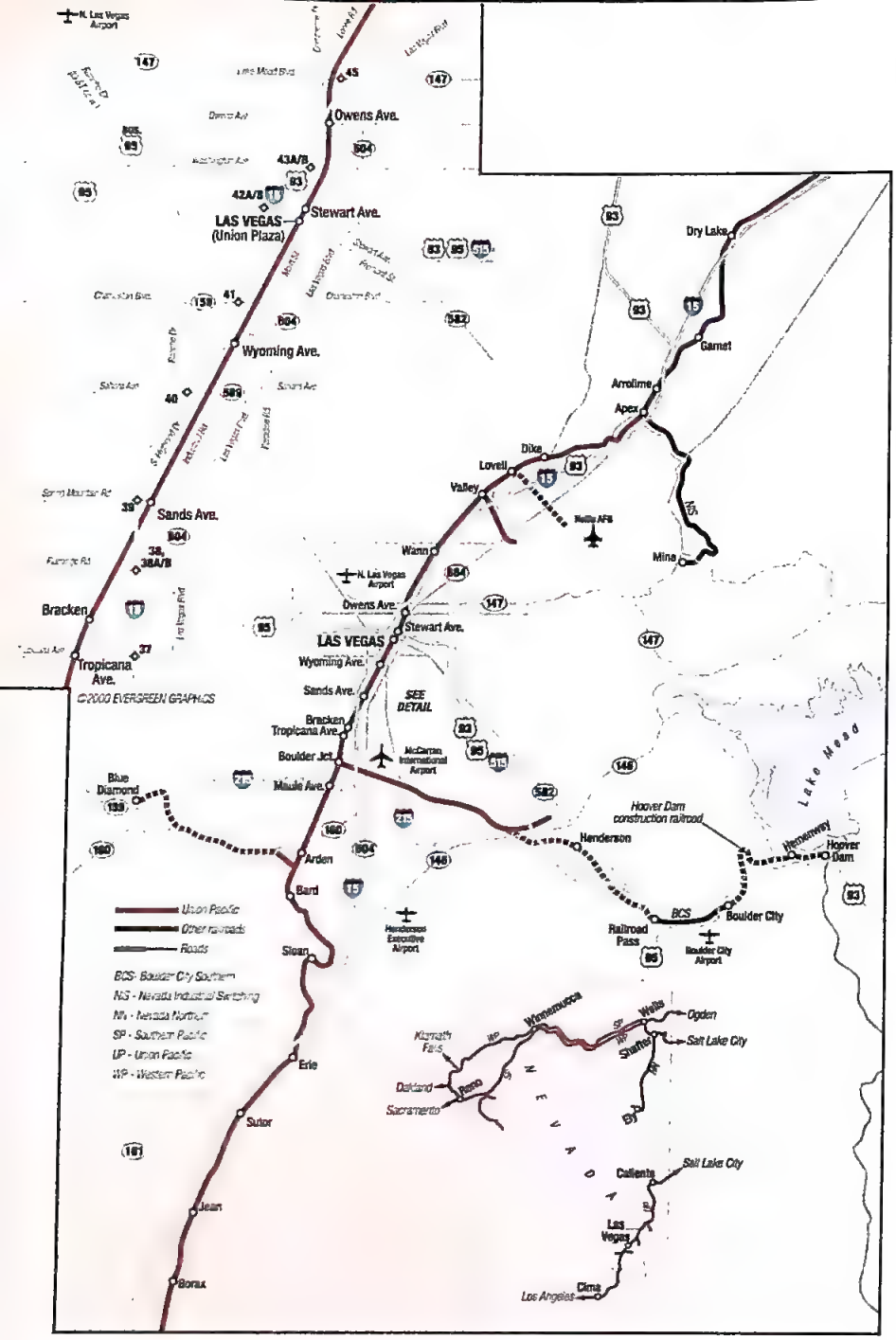
Clark chartered the San Pedro, Los Angeles & Salt Lake Railroad in March 1901. He wanted to build a transcontinental railroad linking the cities, strengthen his mining interests and develop new business interests. The plan relied on building a line through the Mojave Desert and was met with various reactions from lunacy to genius.

After the agreement between Clark and Harriman was reached, construction on the railroad began in earnest. It took until 1904 for the work to commence on the first grade in Las Vegas. Finally in January 1905, the mainline was completed several miles west of Vegas near Jean, with a total of over 750 miles of rail linking Salt Lake City and Los Angeles by way of Las Vegas. The first train rolled through Las Vegas from Salt Lake en route to Los Angeles in February 1905. In April the first excursion train came through and the line officially opened on May 1, 1905.

The SPLA&SL was different from many railroads. Running through the desert, it didn't bring the influx of settlement along the line other transcontinental railroads brought to the west. For many years. Las Vegas was the only sign of civilization on the Mojave Desert section of the line. That began to change when Nevada legalized gambling and Hoover Dam broke ground in the early 1930s.

From the beginning, Las Vegas was intended to be nothing more than a railroad division point. At one time, 35 of the SPLA&SL locomotives called Vegas home. Extensive yards, roundhouses, turntables and a state-of-the-art 100-ton ice house were part of the local downtown rail scene. Machine shops and maintenance facilities were constructed in 1909, but not placed in service until 1911.

PHOTO COURTESY UNION PACIFIC RAILROAD HISTORICAL COLLECTION



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Initial steam power on the new line included various 4-6-0, 4-4-2, 4-6-2 and 2-8-0 combinations. Later 2-8-2, 2-10-2, 4-8-2 and 4-10-2 locomotives found service in various freight, passenger and helper assignments. Coal initially fueled the locomotives east of Vegas but fuel oil from California eventually found its way throughout the system except between Salt Lake City and Provo.

It didn't take long during the steam days to figure out there was a major problem with the desert water. Dissolved solids or mineralization was torture on the boilers. One trip through the desert left the boiler foaming over, needing a wash. If left unchecked, firebox, flue and boiler failures caused delays and expensive repair bills. Providing water treatment plants throughout the entire system solved the problem.

In 1916, the name was simplified to the Los Angeles & Salt Lake Railroad (LA&SL). By 1921, Clark decided to move on, selling his interest to the UP. The UP formally leased the LA&SL in January, 1936 and finally absorbed it into the UP corporate entity in January 1988.

In 1946 the UP placed an order for diesels to replace the current steam power in use on the Salt Lake to Los Angeles route. The order included enough units of various horsepower ratings and combinations to replace the existing steam roster. In 1949 the route was the first line in UP's system to completely dieselize. Dieselization entirely eliminated all the water problems and lowered operating expenses through out the route.

Las Vegas & Tonopah Railroad

One of Nevada's mining booms began in 1900 in the towns of Goldfield and Tonopah. W.A. Clark, seeing potential for a profitable branch line operation, surveyed a line from Las Vegas to Tonopah in 1904. Clark attempted to get UP's Harriman to back the construction, but he declined. Undeterred, Clark proceeded anyway, chartering the Las Vegas & Tonopah Railroad (LV&T) in 1905.

Clark originally planned a route from Las Vegas through Beatty and Goldfield terminating in Tonapah, all in Nevada. A boomtown west of Beatty, however, felt its future would be threatened if it were not on the main line. The city fathers of Rhyolite made several guarantees including property, property rights and right-of-way. This influenced Clark to take a more expensive route, both in construction costs and operationally, through Rhyolite and the Bullfrog Hills to Goldfield. This route would allow the LV&T easy access to the Bullfrog Mines around Rhyolite and their ore shipments without excessive dealing with local freight companies.

Construction began in 1905, but was hampered with flooding problems on the SPLA&SL main line. Rail and ties meant for the new railroad were diverted to the main line to keep it open. The LV&T reached Beatty in mid-1906, Rhyolite late in 1906 and Goldfield in 1907. The railroad never reached Tonopah, however, as economic conditions had changed and continuing wasn't feasible.

An economic panic in 1907 created problems for the new venture. All though they made a modest profit in 1908, it was a losing effort after that. World War I created more problems when in 1917 the federal government ordered all perishable and merchandise traffic on this route be diverted to a competing railroad, the Tonopah & Tidewater. With the T&T getting the merchandise traffic, only ore traffic was left for the LV&T. The only problem was the mining boom had already ended and there was no ore left to generate any further revenue and Clark abandoned the LV&T in 1919. There apparently was a short time during the war when the Railroad Administration ran the railroad, but decided "it wasn't essential" and returned it to Clark's control.

During its tenure, the LV&T shared facilities and connected with the SPLA&SL in Las Vegas. Along with the complement of SPLA&SL power, seven LV&T locomotives also called Las Vegas home.

Today, nearly all signs of the LV&T are gone except the depot in Rhyolite. A Spanish Mission style building, its construction costs were estimated at $130,000. It recently got a new roof from its then-owner, the nearby Barrick Gold Mine. A land trade with the gold mine and the Bureau of Land Management has taken place and the station may be restored and turned into a Visitor's/Interpretive Center.

A bit of trivia involves Highway 95, thought to be the first major north-south

route in Nevada. The state built the highway on the original LV&T roadbed between Las Vegas and Beatty.

Union Pacific in Las Vegas

Today, Las Vegas, part of Union Pacific's California Division, is the meeting point for the Los Angeles and Caliente Subdivisions. All through trains change crews here and Vegas is the railroad's division point between the Mountain and Pacific time zones. The original time zone change point was Caliente until the UP abandoned that terminal in 1950.

The downtown SPLA&SL yards and maintenance facilities are gone, but the UP, a major Las Vegas landowner, still owns the real estate. A deal for a major share of the property with an out of state land developer recently fell through. As of this writing, UP hasn't announced any further developments or indicated any direction concerning their downtown Vegas holdings.

Two small yards on either end of town serve Las Vegas as well as the downtown yard office and crew change facilities. Throughout the Vegas area, there are approximately nine miles of double track and a triple track section downtown at the crew change point to aid the movement of rail traffic in and out of Las Vegas.

On the east end of town (railroad direction north) at Valley is the smaller of two yards. The area local uses the yard to switch the various industrial sites it serves. Valley also serves as the auto unloading facility for the Vegas area for all incoming automobile shipments.

At the other end of town is Arden. As the larger yard, it's not uncommon for through freights to stop for pick-ups and set outs before continuing on to either Los Angeles or Salt Lake City. A couple of locals operate out of Arden, one serving nearby Henderson and the other one servicing industrial sites south when needed, as well as handling switching duties in the yard. Minimal servicing and fueling facilities are also located here.

Over the years, two major branch lines operated out of Las Vegas. The biggest was the LV&T, abandoned in 1919. The second, the Boulder City Branch, was the most influential. Constructed in 1931, it was a required link for construction of Hoover Dam. It connected to the main line at Boulder City Junction near McCarren Airport and ran to a connection point with the construction line for the dam at Boulder City.

Currently, service into Henderson's industrial parks is all that remains under UP control. The branch was renamed the BMI (Basic Magnesium, Inc.) branch after abandonment of the Henderson-to-Boulder City section in late 1985. The abandoned section is currently owned by the State of Nevada (see the Nevada State Rail Museum article on page 44).

Only one of two local spurs off the main line in Vegas remains. The McCarren Spur, renamed the Nellis Spur, was built into the military base for war needs in 1941. Partially torn-up, a short stub remains serving a scrap metal business. It's not uncommon for the spur to appear to be temporarily storing overflow cars from nearby Valley yard or in/outbound cars for east side Las Vegas rail customers.

The Blue Diamond Spur was in operation from 1925 to 1985. Most of the spur was torn up except the section closest to Arden Yard, its origin. Now part of the wye at Arden, the section of the spur that remains seems to also serve as a storage track or a staging track for outbound locals.

The major commodities traveling through Vegas include coal, aggregate, lumber, automobiles, chemicals and general consumer goods. The railroad is also a major transporter of building materials into Las Vegas supplying the current construction boom that's been ongoing for several years. Industrial parks in Henderson and customers

ABOVE: **Union Pacific does local switching in the Las Vegas area. UP SD40-2 3794 switches the Pioneer Chlor Alkali Company in Henderson, Nevada.** BELOW: **A water tank along the tracks at Dry Lake, Nevada, stands in silent tribute to the steam locomotives that drank the harsh water from its tank as UP Dash 8-41CW 9423 leads a southbound past.**

EARLIER THIS YEAR, Canadian based CANAC took over switching operations at the local Pioneer Chlor Alkali plant from the Union Pacific. Located in Henderson, southeast of Las Vegas on the BMI Branch, Pioneer has been a major shipper since going online in 1942. Pioneer Chloro Alkali is one of several North American sites where CANAC is utilizing their BELTPACK locomotive system. A remote control system, it allows one or two operators to control movements through a control pack that communicates with an onboard mobile control unit in the cab of the locomotive. Only one operator can operate a unit at a time, but both have access to built in safety features and control is easily passed between operators. The mobile control unit in the cab controls several operations from speed and braking to historically recording movements and monitoring several safety systems built into its computer programming. The system even monitors an operators overall alertness and through a tilt feature on the beltpack, can bring all operations to a stop if the operator is somehow injured.

With a little bit of ingenuity, railfans can view the locomotives switching the industrial plant from a public area located between Pioneer's perimeter fence on the west end of the complex and Highway 515. You can access the area from Lake Mead Drive, just east of the northbound on-ramp to 515 and follow Pioneer's perimeter fence back towards the highway until you reach the tracks. Even though you can view the operations from the highway, it's not a good idea and could bring the attention of the local Highway Patrol.

along the main line rely on the vital link through Vegas to other markets provided by the UP.

Las Vegas passenger service

As soon as it was available early in 1905, passenger service started and became the principle method of getting to Vegas. Formal service commenced in May of that year. The first passenger coaches were attached to the rail construction and freight trains from Los Angeles, and the original depot was a converted coach with a sign nailed on the side proclaiming Las Vegas.

The year 1909 was one of change for Las Vegas. Clark County, obviously named, was formed and Vegas named the county seat. The SPLA&SL replaced the original passenger car depot and broke ground on a new locomotive shop. Also, a new mission style station was constructed at the head of Fremont Street and the railroad outlawed gambling in town.

By 1916, rail traffic serving Las Vegas had increased to three passenger and three freight trains daily, which created a problem with scheduling. The railroad began installation of economical ABS (Automatic Block System) signaling later that year in Southern California, but signaling apparently didn't reach Las Vegas until sometime after 1926. Passenger service continued to increase and, in 1920, five through passenger trains ran to Los Angeles daily. In the early 1940s, Centralized Traffic Control (CTC) began replacing the ABS system. Constantly increasing traffic, coupled with the fact trains could get lost in the ABS system, necessitated the upgrades.

The UP's famous streamliner *City of Los Angeles* began service to Vegas in 1936. For a period of time the *City of Los Angeles* provided daily service between Vegas and L.A. The service continued until 1971.

Many other name trains from the era of the streamliners called on Las Vegas through the years. They included the *City of St. Louis, Challenger, Park Special* and *Pony Express.* Many consider the best service was provided by the *Los Angeles Limited,* UP's all-Pullman service between Los Angeles and Chicago.

Possibly the most infamous passenger train was the *City of Las Vegas.* In the mid-'50s, the UP was looking for a way to bolster their failing passenger service. General Motors came along in 1956 with a space age train called the *Aerotrain.* The UP thought this was a perfect match for Las Vegas and leased the necessary equipment for daily service to Los Angeles starting in December of the same year.

It didn't take long to figure out the *Aerotrain* wasn't the answer they were looking for. Drastically under-powered, it frequently required helper service over the mountains. This, coupled with a cramped, rough and noisy ride, led to the UP to replace the space-age train with streamliners in September 1957. The *City of Las Vegas* lasted until 1967 before being cut back to a bi-weekly special.

Regular direct passenger service into Las Vegas has been non-existent for several years. Amtrak, instead, offers motorcoach service from Los Angeles, Bakersfield and Needles, California, to Las Vegas. Amtrak originally ran motorcoaches from Needles through Laughlin to downtown Vegas at the Lady Luck Casino and Howard Johnson's on Paradise Road near the Strip. That gave way to motorcoaches only running to McCarren Airport where passengers could either get rental cars or catch many of the various shuttles throughout Las Vegas.

In 1998, Amtrak expressed an interest in reintroducing service between southern California and Vegas and $9 million was dedicated to track improvements, studies and facility construction in preparation of the new daily service. Plans now call for $28 million dollars over the next two years for capital improvements and facility

An experiment that didn't work was using GM's *Aerotrain* on the *City of Las Vegas.* Vastly underpowered for the climb into the desert mountains, the *Aerotrain* only lasted a few years on the *City of Las Vegas* before it was replaced by conventional streamliners in September 1957.

PHOTO COURTESY UNION PACIFIC RAILROAD HISTORICAL COLLECTION

construction to support the new route. Projects include upgrades to signaling systems, improvements to track for higher speed trains and double tracking of Cima Hill between Cima and Kelso near the California/Nevada border.

Facility construction starts with a new boarding platform in Vegas convenient to the Strip. Other station improvements and facilities needed along the route are also included in the building projects. The new service will feature 14- car Talgo Trains similar to the ones operating in the Pacific Northwest Rail Corridor between Eugene, Oregon, and Vancouver, British Columbia. Powered by two EMD F59-PHI's, one on either end, the trains will accommodate up to 300 travelers per trip. Decked out in a new silver-and-blue paint scheme, the trains will feature a complement of passenger cars, bistro car, dining car and baggage car.

The new Talgo Service is scheduled to launch in September, 2000. Initially the eastbound will depart Los Angeles at 9:00 a.m. and arrive in Vegas at 2:30 p.m.. The westbound will leave Las Vegas at 4:00 p.m., arriving back in L.A. at 9:30 p.m. Amtrak is projecting an initial ridership of 62,000, providing much needed relief to the Interstate 15 between these two points.

Another new development is the California-Nevada Super Train Project. The Federal Government passed a bill making nearly $1 billion available to a state for demonstration of the feasibility of Magnetic Levitation (Maglev) Super Trains. Several states are competing for this grant, and the city of Las Vegas is actively pursuing the project with members from Nevada and California to create a connection from Vegas to Southern California.

If approved, the California-Nevada Super Train would be built in three separate stages. An initial 40-mile section would be built from Las Vegas to the stateline at Primm. A second stage would be completed to Barstow or Victorville. Final connections to Southern California would complete the project. It's estimated the Super Train would attain speeds approaching 300 miles per hour. At that speed the trip from Southern California to Las Vegas would take up to 90 minutes, depending on the total number of stops. Six to eight million annual passengers are projected, significantly reducing auto trips through the same corridor.

It's just a matter of time before passenger service returns to Las Vegas. Whether it's Amtrak Talgo or Super Trains, either way it'll be new and exciting for the city that thrives on action and excitement.

Railfan information

Simply put, Las Vegas is a good place for railfans. Usually 15 to 20 trains run through the city during a 24 hour period. The only catch is, scheduling is not consistent — you can sit at a spot for an hour and possibly not see a single train. Then that same spot could give you several trains over the next one to two hours. Variety is the norm, as mixed freight drags and locals, "Z" trains, coal drags, auto trains and, occasionally, a military train out of nearby Nellis Air Force Base can be seen on the rails. Power is generally UP on the head, but since the mega-mergers, anything is possible. Even BNSF power might make an occasional trackage rights visit through Las Vegas.

Although exploration of the main line through Vegas will reveal some good locations for watching the trains, you will often end up back at the tracks, and you can get near the crew change point at the downtown yard office where the trains sit on the passing tracks for extended periods of time. In either of these cases, remember to watch what you're doing. You're probably on UP right-of-way property if you're that close.

From Tropicana Avenue to Arden, there are various places you can get the trains with the strip and/or various casinos in the background. This area is developing fast, so future opportunities will quickly disappear as the development continues. It's possible to run into problems with the various construction companies, so again, use your head.

From Arden west (railroad south) and Valley east (railroad north) you can find some good desert viewing of the traffic. There's no end to the unimproved roads through the desert. Many times these routes are the maintenance roads next to the line for the railroad. Although a two-wheel drive will work in a lot of these places, it's suggested you consider a four-wheel drive if you decide to strike out on your own.

If you head out in the desert, especially during the summer, make sure you're properly prepared with drinking water, nourishment and other precautions for things such as rattlesnakes and the heat. Soft sand is another hazard to be watchful for — you can easily get stuck.

Several viewing spots are accessible from Interstate 15. These areas include Arden, Sloan and Jean west of Vegas. Going east you'll find locations at Craig Road, Apex and Dry Lake. Dry Lake can be reached by either following the old state highway from Apex or getting off I-15 a little farther east and following the old highway several miles east to Dry Lake. The main line will leave the highway, but return in the Dry Lake area.

As always, be careful around the tracks. Train speeds can easily approach 60 miles per hour in some of the desert stretches. The Dry Lakes and west of Arden are a couple of high-speed areas relatively close in to Vegas. There's little or no warning of approaching trains in these and many other places that are excellent viewing areas for railfans.

Respect the railroad right-of-ways. Since it's the desert and many off-road routes parallel the tracks, UP officials are generally tolerant. Recent national press releases indicate they removed more than 100,000 trespassers across their entire system last year. If you create a problem, they will remove you if they deem it necessary.

Remember, this is the "Oasis in the Desert." After a day of railfanning, it shouldn't be too hard to find other activities to amuse and entertain you until you return trackside. One thing about Vegas, there's always something to do. They're like the railroad, open all day. Enjoy!

ABOVE: **Dash 8-41CW is fighting a grade southbound as it pulls between Arden and Sloan, Nevada, in the desert west of Las Vegas.** BELOW: **Heading the other direction is SD60M 6178. This location is accessible off Interstate 15.**

Artwork of a Railroader

by Don Wallworth

As I look back on my teenage years in my hometown on the Erie Railroad's main line in New Jersey, I do believe there must have been some sort of mysterious gravitational pull towards the railroad.

It was my day stage for fascinating entertainment in a small town with not much else to do. The Erie's steam locomotives had long been taken for granted and I yearned to see some of those smartly painted diesels such as those seen in the pages of Trains and Railroad magazines. These publications were eagerly anticipated each month and became the only connection to those seemingly endless railroads that spanned our vast country. I had to obtain a camera and try to replicate the works of those named photographers frequently appearing in the magazines. Much to my dismay, I found that a Kodak Brownie was not the answer.

I had been told early on that I was drawing as soon as I discovered the pencil and found that one end of it made marks. This led to many art projects during my school years and I received special encouragement from my art teachers. They suggested that I should get some formal art education, but these were hard times and there was no money available for what was considered frivolous and definitely not a direction to take for a career.

Now, what does one do with a drawing ability while also enjoying railroads? Draw trains, of course. Many an hour was spent drawing those locomotives gracing the pages of those two

magazines, and not only the magazines, but those created from your own imagination.

Spending much of my spare time and the ticket and freight agency in my home town, I quickly learned the functions of the agency and was soon assisting the agent-operators. I met railroaders from all crafts and decided that this was to be my choice for future employment. I hired out on the Erie Railroad in station service and began working the agencies on the New York Division. This was soon temporarily put aside as the Korean War broke out, and I left to serve my time in the military.

I never did obtain any formal art education, and it was many years later that my future wife-to-be gave me a small oil paint set and I took brush in hand. I had never painted before, and my first attempts were almost my last attempts. The results were horrible. Luckily, I didn't give up, and I began to purchase art instruction books to see if I could solve the mysteries of painting and color rendition. I soon learned that oil paint was not for me. It was slow drying and difficult for me to provide detail that I enjoy in my paintings. I found that opaque watercolor, known as gouache or designer's color, was the answer.

During those years of study painting — incidentally I'm still attempting to solve the

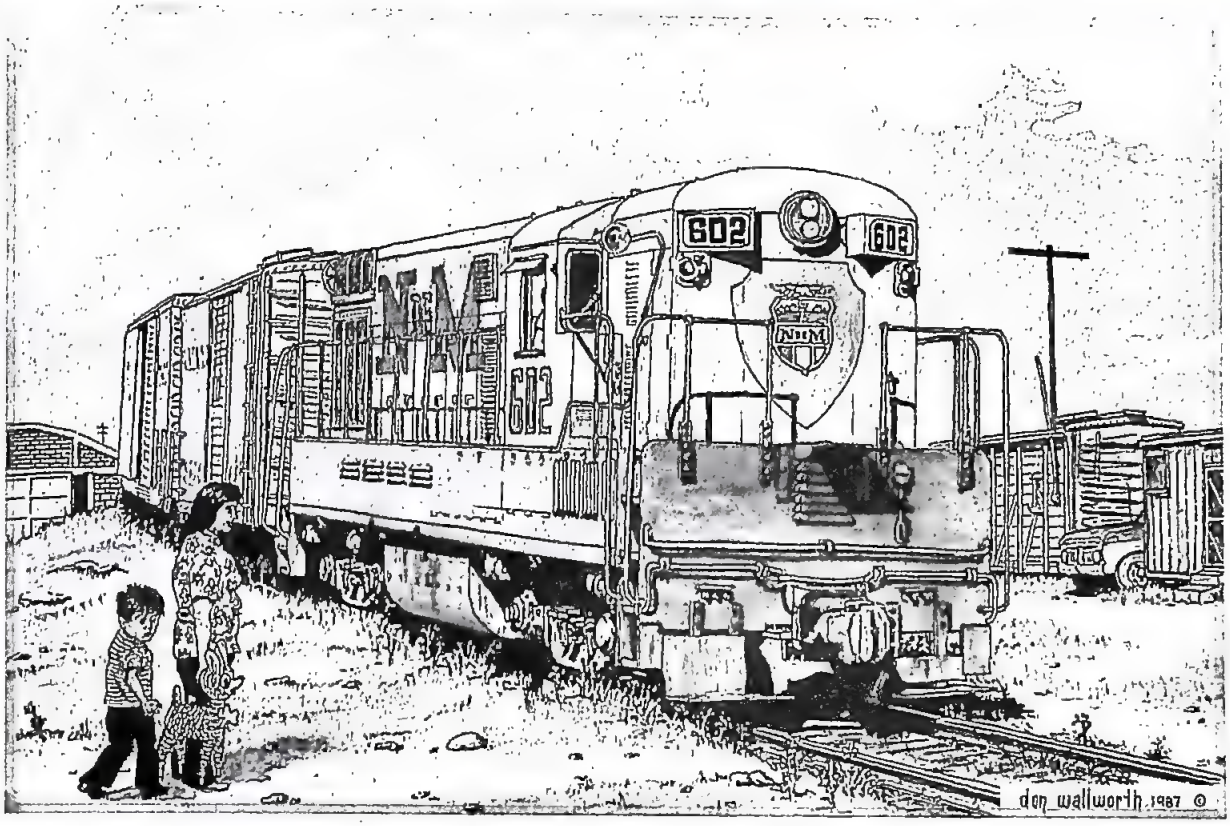
OPPOSITE PAGE: **Ferrocarril del Pacifico's only rostered Alco, RS11 No.501, rolls a short freight through Tepic, Nayarit, Mexico, in a 1996 watercolor.** ABOVE: **A 1999 painting shows a 1940s-era meet between New York, Susquehanna & Western and Erie motor cars at the Broadway Station in Paterson, New Jersey. Susquehanna's car — one of two built for the railroad by ACF — is on the Paterson City Branch, while the leased Erie car holds the main.** LEFT: **In 1992, Wallworth painted Sonora Baja California Railroad's fully-restored, ex-Northern Pacific FTA hauling a passenger train through the desert south of Mexicali.**

painting that you render. My slides and black & white photos taken through the years are my reference, with each painting beginning with a free hand detail drawing.

When I apply a number to a locomotive in a painting, this rendering becomes a portrait, so to say, of this specific locomotive. I enjoy showing the weather patterns, the flow of grime up its sides, the carbon deposits from the stack (especially on Alcos). The scuffing of the paint on the step risers and behind the ladders from the heavy work shows of the crews. The marks along the hood sides made by those large carry-on bags all crewmen seem to have. Paint worn off the hand rails from constant use, trucks and fuel tanks all showing signs of grime. Many a time, the trucks and fuel tank will indicate where and what type of service the unit has been assigned. The fuel that has overflowed from the filler pipe collects dirt as it runs down the tank. The pilot will always take abuse and

mysteries of color — I continued my employment with the Erie Railroad and came through all the following mergers and retired from New Jersey Transit as Superintendent of Stations, covering all their passenger services in the state.

When you have 41 years of your life on the railroad and you have had the opportunity to observe its daily operations, the observations are stored back in the crevices of your mind, just waiting to come out through your hands in every rail



the locomotive will earn its dents through years of service. Each locomotive takes on its own appearance from the day it leaves the construction shed, and with scheduled maintenance and repaintings, most of these observations will disappear, only to begin anew.

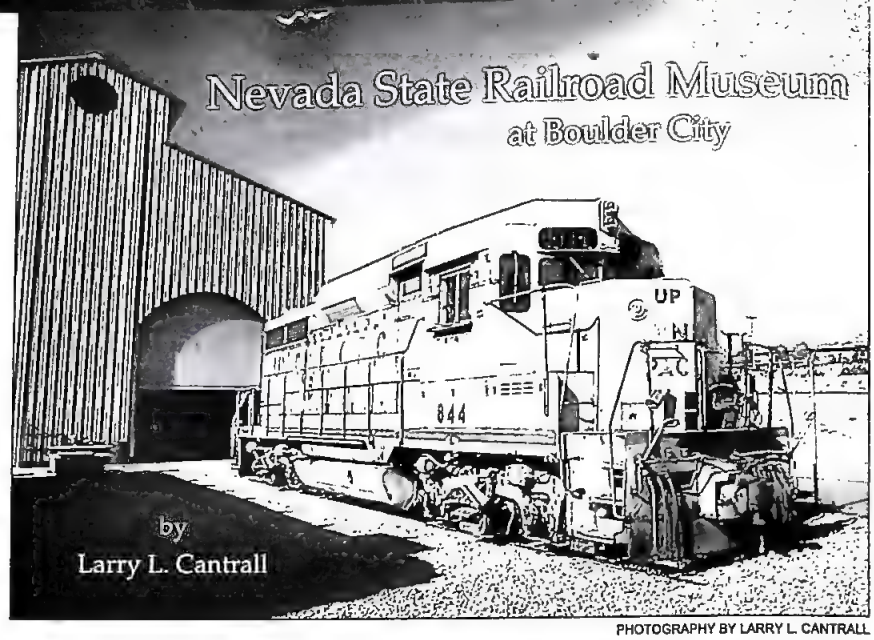
All the other subject matter in a painting receives the same attention: the train consists, road bed, ballast, ties, rails, anchoring devices and the overall landscape. These all may vary in relation to the specific location or railroad being depicted. Some say this is carrying it all too far. Maybe so, but that is what makes the style of each artist unique, his or her very own.

Now, what can I conjure up for that very next painting?

OPPOSITE TOP: **Its the fall of 1982 as Conrail's Montgomery Branch local, led by U23B No.2721 (built by General Electric for Penn Central in 1972), prepares to cross Route 207 in Campbell Hall, New York. At the crossing, a restored 1960 Chevrolet sedan awaits the passing of the train.** OPPOSITE BOTTOM: **Louisiana & North West train No.15 has temporarily broken the serenity of Homer, Louisiana, as it stretches out the slack and begins to head south in this 1997 painting. The train, led by F7A's Nos.47 and 46, originated at the Cotton Belt connection in McNeil, Arkansas, and is heading for Gibsland, Louisiana, the connection point with Illinois Central Gulf and North Louisiana & Gulf.** ABOVE: **Wallworth's 1987 Christmas card featured this painting of Ferrocarriles Nacionales de Mexico Fairbanks-Morse H16-44 No.602 on a freight in Chihuahua, Chihuahua, Mexico, as a mother and child return home with a piñata for the holidays.** RIGHT: **His 1992 Christmas card show Erie train No.1, the *Erie Limited*, at speed at Newburgh Junction in Harriman, New York.**

Nevada State Railroad Museum at Boulder City

by Larry L. Cantrall



PHOTOGRAPHY BY LARRY L. CANTRALL

IN THE EARLY 1980S, the UP filed to abandoned its Boulder City Branch of the California Division from milepost 10.87 at Lake Mead Drive in Henderson, Nevada, to the yard at mp 22.69 in Boulder City. The branch was originally built in 1931 to serve the supply needs for construction of Hoover Dam, interconnecting with the construction line operated by Bureau of Reclamation and the various construction companies on the project. Without the branch line, it's doubtful Hoover Dam could have been constructed during that era.

When the abandonment was announced, several parties expressed interest in the branch. Among them were the State of Nevada and Boulder City. The Nevada State Railroad Museum wanted to pursue a rail museum similar to the one they have in Carson City with the Virginia & Truckee Railroad. With its Hoover Dam tie-in, the Boulder Branch seemed the ideal location to provide an educational opportunity to explore the rail history of Southern Nevada. The UP, ever helpful towards many similar undertakings in their regions, donated the branch in December 1985. The City of Henderson, after some further study, took ownership up to milepost 18.02 at Railroad Pass. Boulder City retained the line from that point to the yards at the end of the line.

Since that time the NSRM, with Boulder City's consent, has moved forward on a future rail museum and excursion train service. A new maintenance building was constructed near the yards in 1996. A two-track facility, it features a 15-ton overhead crane and floor pit for locomotive servicing. When fully operational, it will have the necessary amenities to perform most of the restoration and maintenance work they envision. This is a necessity, since the crossing at Highway 93/95 has been removed and repaved, land-locking the operation.

NSRM Roster

The NSRM has acquired the beginnings of a collection of historical rolling stock and power. Some of it, such as an old Shay and a narrow gauge Eureka Nevada 2-8-0 with passenger consist and other equipment are not considered important examples of Southern Nevada rail history. This equipment will either be sold or used as future trading material. The rest of the collection is important and will be restored as needs dictate.

Two diesel units are currently in various stages of operational restoration. The first one is UP 1000, a 1939 EMD NW2, the first diesel purchased by and delivered to the UP. It started off as EMC demonstrator No.889 and has seen service as Western Pacific 607, Sacramento Northern 607 and served on the Deer Creek Scenic Railroad before coming to Boulder City. A sister unit to 1000 is thought by some historians to have been the first diesel unit operated in Southern Nevada.

The second locomotive in the restoration process is UP's infamous 844 (no, not *that* one), a 1962 GP30 (**above**). This unit is significant to the UP in that it shares the same number as the steam powered 4-8-4 the UP still owns and operates. While the diesel-powered 844 remained in service on the UP, the Northern had to be renumbered to UP 8444 when it returned to the active roster for special service and excursions. The GP30 was donated to the NSRM in 1992 and UP's Northern is once again 844.

Plans to operationally restore a 1953 Fairbanks-Morse H12-44 obtained from the military have been put aside due to a lack of parts to repair a cracked exhaust manifold on its opposing twelve-cylinder diesel engine. Originally numbered 1855 of the U.S. Army Transportation Corps, it apparently spent its entire time at the Sierra Army Depot in Herlong, California, north of Susanville.

The NSRM, as it has in Carson City, wants to move towards a steam operation. They acquired an excellent example of Harriman style steam power, UP 2264, a Baldwin built C-2 class 2-8-0 manufactured in 1907 (**left**). Originally numbered 264, UP renumbered it 6264 at the end of the steam era. It is hoped a feasibility study can be implemented over the next five years to begin movement in this direction.

NSRM future

Since the UP donation of the Boulder Branch, advancement of the Boulder City project has been ongoing. Progress shifted gears after the maintenance building was erected in 1996, and the support foundation, the Museum Library and Arts Foundation, has placed a high priority on obtaining outside funding to supplement the State funds needed to get operations going.

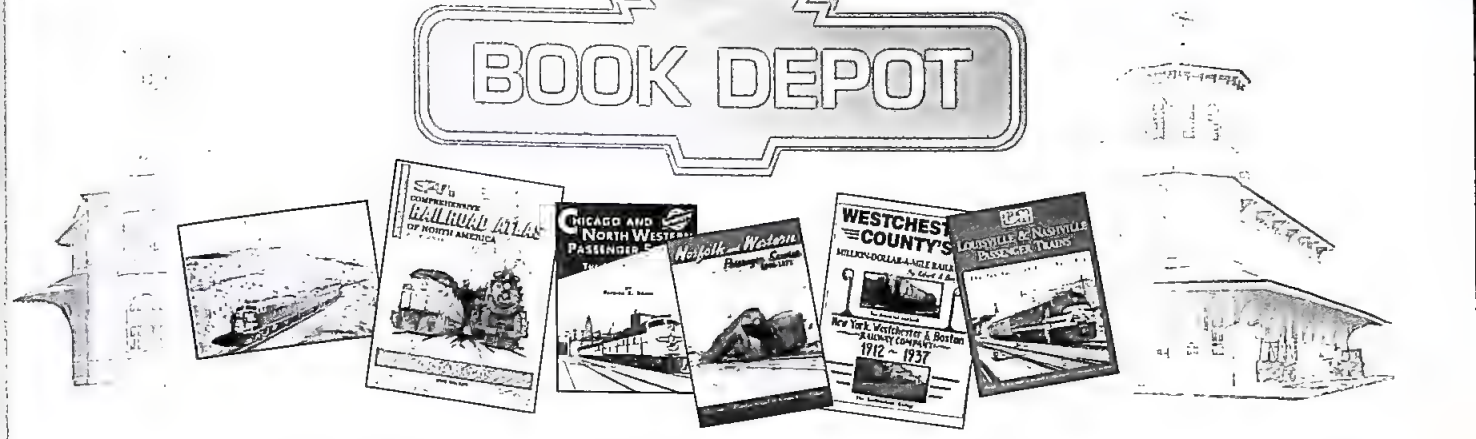
The NSRM hopes to have an excursion train service running by mid 2001. The initial operation will be a push/pull route over the original Boulder Branch from Boulder City to Railroad Pass. Like many other tourist railroads, this operation will rely heavily on an active volunteer system for operations. The Boulder City Southern's trains will be powered by one of the restored diesel units. The first consist will probably be two open air coaches with three restored Harriman-style Pullman coaches being added later as the need arises. When an operational steam locomotive is available, it will supplement the diesel operations.

All the engineering, environmental and procurement work has been completed on a two-and-a-half mile return loop starting at Railroad Pass and running towards Henderson north of Highway 93/95. As soon as funding is available, construction can begin on the loop and needed switching as well as relaying the original wye at Boulder City.

The biggest question — will the rail line once again be extended to Hoover Dam? Tourist parking and traffic problems at the dam will only continue to get worse in the future. The right-of-way from the UP rail yard to the Park Service boundary is long gone and would need to be relocated. However, the original right-of-way from that point through Hemmingway Wash, the tunnels and on to Black Canyon is still there. Nonetheless, the current feeling is, even though it's a natural, it probably will not happen.

When you're visiting the Las Vegas area (see **pages 34-39**) and are on your way to Hoover Dam, plan a visit to the Nevada State Railroad Museum's Boulder City Southern. After all, it's a part of Hoover Dam's (and Nevada's) history.

BOOK DEPOT



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Camera Bag

Your guide to railfan photography

by JIM BOYD

Expanding the website

ONE OF THE FUN ASPECTS of website work is what you can accomplish without really knowing anything. In plotting this column, I expanded my own knowledge of HTML with a couple of neat new tricks. In the October 2000 column I pontificated about color codes in HTML, feeling fairly smug about my knowledge based upon my three years' experience with my dive club websites. I was mostly right but blew it on the meaning of the letter "F" in the color code. Bob Harbison (of *http://www.RailroadInfo.com*) sent me an e-mail pointing out that the HTML color code is written in the Hexadecimal system based on the number 16, using digits 0-9 and then letters A-F. Thus that "F" represents "16."

Bob also included an excellent link (*http://www.islandnet.com/colors.html*) to the website of Islandnet.com that describes in simple and understandable terms the Hexadecimal system and then illustrates all of the 216 "web safe" colors that will accurately render on any browser and are universally used on websites. I will not repeat the information here, but I highly recommend this site to anyone doing HTML work. Using this chart, you can select any color you want and duplicate it on your website simply by copying its color code.

To illustrate basic HTML technique, I decided to add a new page to the *www.geocities.com/jboydcbag* website. To make this site of lasting value, I will be including the past and future columns that relate to this topic, and I began by reprinting the September 2000 CAMERA BAG column. I went into my GeoCities file manager and hit the NEW button for page selection. On my other websites, I usually COPY a similar page under a new name (*oldpage.html* copied to *newpage.html*) and then simply modify the text and photos within the existing format. Since the *index* page for the CBag website was made of the GeoCities "Night Vision" format, which I did not want to continue throughout the site, I needed to start clean with a new page.

The NEW button produced a pleasant surprise. The page popped onto the screen with the basic format of the <html>, <head> and <title> commands already in place. The <title> is what displays on the browser frame outside the page format of your website and should always be concisely descriptive, since that is what will show up in "Bookmark" or "Favorites" lists of the viewer. I titled my new page simply *"September 2000 CAMERA BAG."*

Already on the page were the basic commands for page and text color <body bgcolor="#FFFFFF" text="#000000"> which would give a white page with black type. Next would come a headline — the first thing that would appear inside the browser frame on the page itself. Since I wanted it centered at the top, I typed in the simple command Now everything below that command would be centered on the screen until I put in a "kill center" command.

HTML uses a standard headline and a standard text font, which download almost instantly. While there are commands to generate more sophisticated typefaces, they are not necessary for beginners. You specify the bold headline font using the command <h1> through <h6>, with <h1> being the largest available standard size. Since I wanted to save the biggest size for the headline of the column itself, I used the slightly smaller <h2> for the *"September 2000 CAMERA BAG"* header. I followed it with the "kill h2" command </h2>.

Since I didn't want an all-text page, I figured a photo of the September R&R cover would make a nice piece of spot art and help "relate" the text to the issue where it had originally appeared. I scanned the magazine directly on my flatbed scanner and then created a 3-inch-tall 72 d.p.i. JPEG, which I saved to the "CAMERA BAG" folder on my hard drive. Then, using the EZ-upload feature on the GeoCities file manager, I uploaded the "sepcover.jpg" onto the GeoCities computer file manager.

To pull that JPEG onto the website, you use the "image source" <img src="sepcover.jpg"> command. It doesn't get much simpler than that! But you have to have the brackets, quotation marks and equal sign in the proper place and not have any typos in the JPEG name. And, of course, it only works if the JPEG has been uploaded to GeoCities and is resident in their computer and visible on the list in your file manager. This will give you a borderless image. If you want a border on the photo, simply add to the command with <img src "sepcover.jpg" border=2>. The number in the border command gives the point size of the border, from 1 on up, and the border will be whatever color you have specified for the adjacent type. If you want a different colored border, simply add a new <font color="??????"> command.

When typing in almost any word processing program, the carriage return will end a paragraph or insert a space. This is not the case with HTML, which completely ignores typewritten spaces. To end a line like hitting the RETURN on your keyboard, you must type the "break" command <br>. This applies to images as well as text, as the text will butt up to an image unless you put a <br> in behind the <img src="your.jpg"> command. And get used to it, because you're going to learn to love that blasted little <br> command!

We'll pick up our discussion here next month as I try the GeoCities HTML Table Maker that lets me control the size of the text columns. Meanwhile, the website is up and functioning, and I'll be adding some new pages to include all the related past CAMERA BAG columns on JPEGS and scanners. You can view the camera bag website at *www.geocities.com/jboydcbag*. Stop by next time you're surfing.

RAILFUN

by CURT KATZ

WOW! I WISH WE HAD ANOTHER CAR FOR THIS BNSF EMPLOYEE APPRECIATION SPECIAL!
HI! I'M CINDERELLA'S FAIRY GODMOTHER. WHAT CAN I DO FOR YOU, SONNY?
WE NEED ANOTHER CAR FOR THIS TRAIN!
POOF!
STAND BACK!
BIBBIDI
BOBBIDI
BOO!
BNSF
POOF!
WHAT HAPPENED ?!
OLD TRICK. I CHANGED A PUMPKIN INTO A COACH.
WOW! SHE SURE AIN'T WHISTLIN' DISNEY!
CL Katz

The Engineer's Seat

Recollections on life in the cab

by THOMAS D. DRESSLER

Knights of the Road

RECENT DOCUMENTARY programming on both the History Channel and the Learning Channel presented in-depth studies of one of the most famous hobos ever to ride the rails — The Railroad Killer. This person allegedly murdered many people from the Lexington, Kentucky, area to Texas, the Northwest and down in to Mexico. He made the FBI's "Most Wanted Fugitive" list. He was captured in 1999 and just recently stood trial in Texas.

These programs claimed there were almost as many "Knights of the Road" today as there were during the Depression years. Being away from the rails for several years now, I cannot comment on that statement in this so-called "modern" era of railroading. However, they were still numerous in the '70s and '80s.

Through the years I had a number of experiences with hobos — luckily my encounters were enlightening and left me with good feelings. A few of my meetings with these gentlemen are passed along here.

'Bo No.1

I was firing for the senior engineer in the freight pool of the Columbus District of the Scioto Division of the N&W and we were called for 9:00 p.m. for westbound time freight No.85 out of Portsmouth, Ohio on a bitterly cold, damp January evening with the threat of snow in the air. We had two GP9s and two standard N&W high hood SD35s as our power, with 70 cars of mixed time freight — 37 loads and 33 "emties." (I loved the GP9s on the point as they gave me a spine-tingling feeling when revving up or throttling down. I did all of the running for this gentleman, as he was nearing retirement age and was more than happy to turn it over to me — I absolutely could not wait to get in the right hand seat and get my hands on the throttle and brake levers. (Most of my co-workers thought I was absolutely nuts to want to run all of the time. And until I retired many years later, I never lost the totally consumed desire to run a train. Honestly, I would love to go out there this afternoon and try my hand at a good fast piggy-backer).

This was during the era when most trains were switched here at Portsmouth, and, as I was doubling the train out of the yard, I noticed a very large man, all bundled up against the cold standing between two buildings along side the track, almost hidden from view in the shadows of a nearby street lamp. Of course as soon as I saw him, I knew exactly what he had in mind — he was going to hop our train for a ride north. The first car behind the units was a large cylindrical covered hopper with an enclosed pocket under the slope sheet at either end which would provide some protection from the cold. Having never ridden in one of these "private compartments," I cannot attest to this but I have been told the front pocket offered more protection from the elements than did the pocket on the trailing end of the car.

As I was easing the head end filler back to couple to the main train, I watched carefully and saw the fellow slip over and climb on the first car and disappear from sight. My engineer and I discussed the situation and we both felt sorry for the guy and, as soon as I got the train solid, I walked back through the units and out on the rear platform of the trailing unit and called to the guy "Hey 'bo, come out here, I want to talk to you". At first, he did not answer but finally he stuck his head out of the hole in the end of the car. I asked him where he was heading and he said Detroit to visit his family and he then asked me if we had any setoffs or if our train was a relay through Columbus — these guys know more than a person might think about routings; getting to where they are going depends on such knowledge. I told him we had a straight shot to Columbus and that the train would stop only long enough to change crews and then proceed toward Bellevue.

I suggested he get up in the cab of the rear unit and sit in the floor and not touch anything. He thanked me profusely and when the head brakeman arrived, I told

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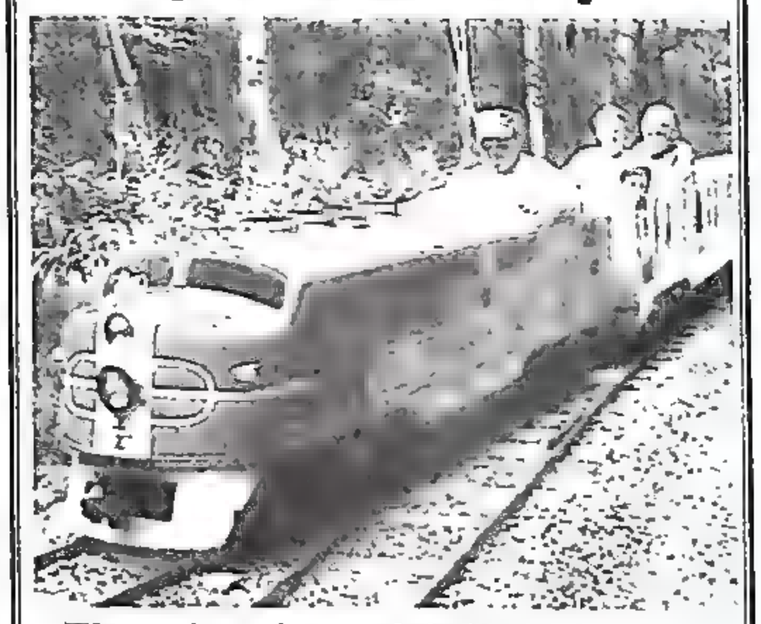

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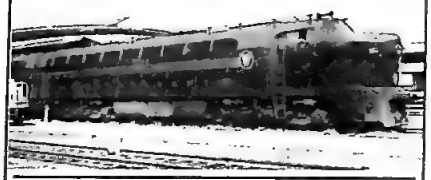

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him of the "passenger" and he said it was okay with him as he was going to ride on the second unit anyway. Leaving town, the head brakie came over to the lead unit and we all discussed the life of a hobo and were thankful we had good jobs, making a good living and did not have to "ride the blinds".

We had a good run, two hours and 38 minutes actual running time for the 98.3 miles to Columbus, and when we climbed down from the lead unit I heard someone call out, "Fireboy, thanks for the good ride". Looking back over the locomotive consist I could see our passenger peeking out from between the rear unit and the covered hopper and I acknowledged his "thank you" with a wave. I told the outbound crew of the presence of the hobo and they thanked me and said they would not even go back on that unit. Of course this was strictly against company policy, but we didn't figure there would be any problem and at least the poor fellow had a good warm cab in which to ride.

Hobo No.2

Another trip, a few years later, I was again leaving Portsmouth westbound and had a similar situation, except it was pouring down an ice cold rain. As I was pulling by to pick up our flagman, I saw a woebegone looking young guy, soaking wet, waiting to hop our train. I called to him and motioned for him to get on the lead unit. I had never seen a guy move so fast and next thing I knew he was standing in the cab, shivering due to the bone-chilling cold, clad only in soaking-wet summer-weight clothes with a very thin jacket. He soon told us he was 17 years old, flat broke, hadn't eaten in three days and was trying to get to Columbus to see his ill mother. We had no reason to doubt him and, judging from his climbing right on the lead unit, we were pretty sure he had little experience in hoboing — the older guys would have been leery of us at first.

It turned out his mother lived only a few miles from our first stop at Watkins Yard near the south edge of Columbus. I told him to hide in the short hood end of the unit and then, after I got the train out of the yards and on the road, the head brakie and I each gave him a sandwich and a can of Pepsi, which were consumed in a matter of seconds. At the proper time I told him where to get off and which direction to head to get to home. Realizing his lack of experience of getting on and off a moving train, I slowed her down to a crawl at the Williams Road grade crossing at the east end of Watkins Yard and he bailed off and headed east. Before he got off, we gave him a few bucks to tide him over.

I didn't think much more about the free ride for the unfortunate passenger but then about three years later I was on an eastbound emty train making a move over the Williams Road crossing when a clean shaven young man climbed up on the engine with a paper bag in his hand. Of course I was just a little surprised and when he came through the cab door he asked if I recognized him to which I replied, "No, I don't believe I do. Should I?" He then opened the bag and handed me a can of Pepsi and asked if I recalled giving a guy a ride out of Portsmouth one cold, rainy night a few years back, which of course I did. He said he was that person and that his ill mother was in fine health and he was now attending Ohio State University. He said had seen me a couple of times crossing Williams Road and on this day when he saw me in the cab, he drove to a nearby carryout and bought me a can of Pepsi as a show of appreciation for my help a few years before.

Hobo No.3

One morning, I had one of the hot shot piggyback/container relay trains eastbound out of Bellevue, Ohio, bound for Portsmouth. It was a nice short train with lots of power — three six-axle EMD units — and you could get up to top speed in a hurry. We were making a great run with rights over most opposing trains on the mostly single tracked Sandusky District down to Columbus. We passed a dreaded section gang — those guys always seemed to spot

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some sort of defect in your train and I think they just did it to upset road men and make themselves feel more important — just south of Columbus and they called to me on the radio informing me of a hobo about ten cars behind the units. I ignored them, as I didn't figure he was hurting anything.

But I had one of those "Nervous Norvis" conductors, and he called me twice to stop so he could put the guy off the train. I faked poor radio contact and tried to ignore him, but finally he threatened to put the "whiz" on me (apply the air brakes from the rear end), so I had no choice but to stop. The conductor and flagmaster hit the ground and ordered me to back the units to them and then pull ahead slowly so they could look for the "trespasser" in both directions. However, before the conductor gave me the order to pull slowly ahead, he gave me a little pep talk about obeying instructions.

Needless to say the "patrician of the rails" riding with us was nowhere to be found upon inspection so we proceeded east. It was really funny as just as soon as I began to move the train slowly by for their inspection — one on either side— the 'bo sneaked out of the weeds along side the ballast line and right back on to the same car. The head brakie and I could see every bit of this, and we both got a good laugh out of it all. The guy had re-boarded our train within 20 feet of the conductor.

A few more miles east, a trainmaster called me just before entering Circleville, and instructed me to hold my speed down so he could look for the guy and, sure enough, there he was, riding the same car. The official told me to pull east of town so he could personally remove the guy, since we could not do our jobs. Again the vagabond was nowhere to be found — I suspect the guy had climbed on top of one of the containers and laid down flat, completely out of sight from ground level.

We headed east again and made it to Portsmouth without any further delay but the conductor did inform me twice he thought he had seen the guy on our train. Pulling into the yards in Portsmouth, the TM and a cinder dick (railroad detective) were intently watching our train by but they could not spot the fellow.

After cutting off my units, I saw a pretty rough-looking character walking along side the train. I knew who it was, so I stopped and chatted with him a moment or two and he said he was heading to Norfolk to find work. I told him he was giving my conductor and the TM fits, and he just laughed and said, "I'm too slick for them! They could try all day long and I could still give them the slip!" I didn't doubt it for one second as he had proven several times in the last 100 miles. I bade him good luck and headed on to the inbound diesel pit track. Needless to say, the conductor and TM were waiting for me in the register room, and by that time the conductor filled the official's head with hot air about my not stopping as requested. The TM then wanted to know exactly what I thought I was doing by not stopping to allow them to catch the trespasser? I then reminded him I did in fact stop twice, and they were completely and unequivocally unsuccessful and I wondered why delay the hottest train on the entire N&W system to waste time with a hobo who was doing a pretty danged good job of hiding from them in broad daylight.

Then as I was leaving, I mentioned to the TM that the fellow was up there in the yard waiting for the pig train to leave town eastbound so he could resume his travels. Out the door he went on a dead run, muttering something bad under his breath about these smarta--ed engineers. He jumped into his car and drove off like a bat out of Hades. The outbound Kenova District crew later told me the TM searched the entire train and never did see the guy but they saw him several times between Portsmouth and Williamson.

I never had any problem whatsoever with any of the "un-ticketed" passengers over the years, and never gave it much thought. Most of us did carry loaded guns in our grips for protection, if needed, but the Joyce Avenue area of Columbus presented much more danger to us than any hobo!

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BOOKS

Northwest Region Timetable No.6

From Altamont Press, P.O. Box 754-R, Modesto, CA 95353-0754. Softcover, 88 4¼"×10½" pages; $18.00 plus $1.75 shipping. CA residents add $1.33 sales tax. Website: *www.altamontpress.com*.

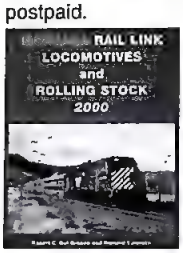
I never leave home without my railfan timetables from Altamont Press. They're compact enough that I can carry the latest editions for my area in my camera bag or glove box. *Northwest Region Timetable No.6*, released this summer, covers Class Ones, regionals and short lines in Washington, Idaho, Oregon and Alaska. Each timetable graph for a particular subdivision or branch contains station names and their milepost locations, speed limits, detector locations, tunnel locations and lengths, radio frequencies and more.

The last 20 pages are devoted to updated symbol listings for BNSF and Union Pacific; radio frequencies for railroads, industrial operations and tourist lines; locomotive rosters; passenger schedules for Amtrak, VIA and the *Rocky Mountaineer*; and a variety of special instructions. The BNSF and UP rosters compile units by the latest numbering scheme but also cross reference to columns showing previous numbers and even pre-merger numbers.

In the middle of the book is a full-color section that opens with three pages of definitions for signal aspects and trackside markers. Then there are five pages containing color maps of railroads in the Washington-Idaho-Montana region, plus close-up maps of yards and junctions in Seattle, Tacoma, Portland, Eugene and Everett. Stampede Pass gets special coverage in a map showing the primary access roads, tunnels, bridges, detector sites and grade profile. Additional maps cover the Pasco area, Klamath Falls, and the White Pass & Yukon Route. This is the only field reference you'll need for railfanning in the Northwest. — *BRUCE KELLY*

Montana Rail Link Locomotives and Rolling Stock 2000

By Robert Del Grosso and Richard Yaremko, from Great Northern Pacific Publications, Route 4, Box 627A, Bonners Ferry, ID 83805. Softcover, 128 8½"×11" pages; $36.95 postpaid.



Of the many short lines and regionals that have been created over the last 20 years from the discarded properties of larger Class Ones, few have developed their own identity and railfan following quite like MRL. The railroad itself boasts three of the West's most legendary mountain passes (including helper service), a river canyon route with semaphores and big bridges, prairie branch lines, yards and engine shops, and trackage rights over BNSF across north Idaho to Spokane, Washington. But what affirms MRL's rugged Montana nature is its fleet of diesels painted Big Sky blue, with angled nose striping that had always been a trademark of other mountain haulers like the Rio Grande, Western Pacific, Canadian Pacific and Burlington Northern. And oh, what a unique variety of rebuilt and hybrid units there are on MRL.

This book documents MRL's locomotives, as well as its other rolling stock, in sections broken down by road number series. Each section includes a brief written description,

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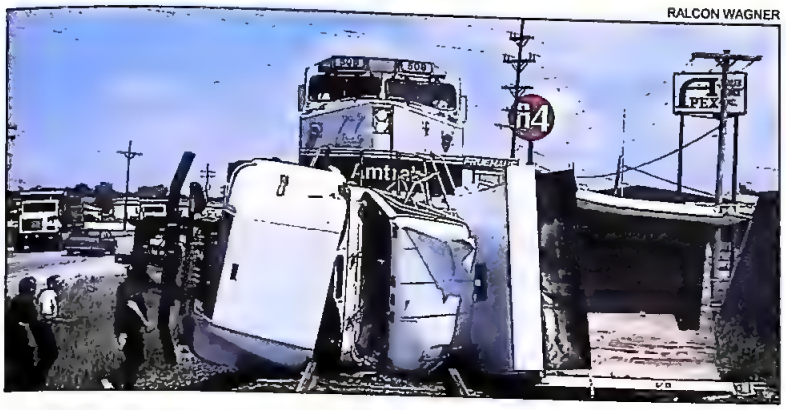

IGNORING CROSSING SIGNALS AND HORN BLASTS, *a dump truck pulled in front of the Kentucky Cardinal in Jeffersonville, Indiana, on August 11th, with these results.*

Dump Truck Challenges *Kentucky Cardinal*

ON AUGUST 11, 2000, the last day of sleeper service on Amtrak's *Kentucky Cardinal*, a dump truck pulled in front of the southbound train at a grade crossing near Jeffersonville, Indiana. The train struck the vehicle and pushed it about 200 feet down the track before coming to a stop. The truck driver walked away with only cuts and scrapes, injuries that would have been much more severe had the train not been decelerating for its final stop in Jeffersonville, about three miles ahead.

This writer was aboard the train and looking out the window of the coach immediately behind the locomotive seconds before the collision and concurs with the engineer's account that the driver did not seem aware of the train, and did not slow down as he approached the crossing, despite the train's horn or the crossings bell and flashers. The engineer immediately put the train into emergency and came to a stop. Luckily no one aboard was hurt.

An off-duty Amtrak employee grabbed a first aid kit and assisted the truck driver until an ambulance arrived. A bus was dispatched to bring the train's 33 passengers to the Jeffersonville station while an investigation was conducted.

The truck appeared to be demolished, while damage to the train was confined to the locomotive's pilot, steps and grabirons. The crossing signals and track were also damaged.

The *Kentucky Cardinal's* lightly-patronized sleeper is being transferred to the higher-revenue-producing *California Zephyr*, where demand for sleeper space has been exceeding capacity. — *RALCON WAGNER*

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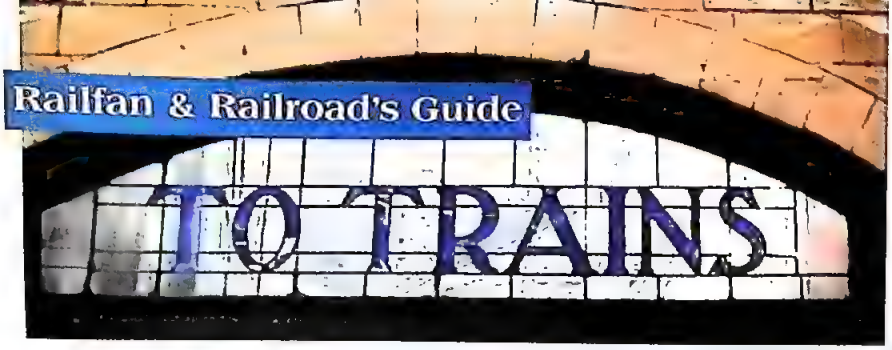

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photos (roster and detail), mechanical specs and scale drawings. The locomotive sections also have extensive rosters listing individual units, their builder's number and date, previous owners and road numbers and dispositions. Under this format, it's easy to spot MRL's oddball units like SD40-2XR 290, GP19-1 151, and SD19-1s 651 and 652. Not to be ignored are MRL's GP9s, GP35s, SD9s, SD35s, SD45s and F45s. Freight cars, business cars, cabooses and MRL's 250-ton ex-Northern Pacific derrick are also covered.

In addition to 300 black & white pictures, there are color maps of both MRL and its Midwest cousin I&M Rail Link (the latter receives mention throughout the book), plus 14 pages of color imagery from such popular MRL locations as Bozeman Pass, Mullan Pass, the Clark Fork and Missouri Rivers and the Missoula and Helena yards.

There are several minor errors regarding facts, spelling or grammar, but none that seem to hinder the book's primary goal of cataloging equipment. I can understand the Clark Fork River being repeatedly called the "Clarks" Fork River (long ago it was considered to be the Clark's Fork of the Columbia River), but I simply can't ignore the caption on page 102 that says the Gas Local "runs from Helena to East Thompson Falls" and picks up "empties for return to the refinery at Billings." This tank train operates west from the new loading facility at Missoula, going nowhere near Helena or Billings. Overall, an informative new book on a railroad that's become one of my favorites to photograph. — *Bruce Kelly*

CALENDARS

Calendar Call

Once again, it's time to begin our annual review of railroad-related calendars. Over the next few issues, we will detail the highlights of as many calendars as space permits. If your group or company publishes a rail calendar, and would like to have the 2001 edition considered for review, send a copy to: Railfan & Railroad, Calendar Call, P.O. Box 700, Newton, NJ 07860-0700.

The Lackawanna & Wyoming Valley Railway Historical Society's ***2001 Railway Calendar*** features 14 interior mostly vintage black & white photographs and a full color cover. Included are images from various railroads throughout Eastern Pennsylvania — featuring steam, diesel and traction. Among the images here are Lackawanna F7s and steam, Lehigh Valley PA's, Laurel Line traction, the mighty Delaware & Hudson Challengers and more. Detailed captions are included, along with information on the group's project (with Steamtown) to restore Boston & Maine 4-6-2 No.3713 to operating condition. The calendar opens up to 11"×17" and sells for $6.25 postpaid. Order from L&WVRHS Calendar, P.O. Box 3452, Scranton, PA 18505-0452.

The ***2001 Collectors' Calendar*** comes from the Three Rivers Railroad Heritage Council and includes 13 interior black & whites and two full color cover shots. The material is historic in nature (going back as far as the 1910s) and covers the group's Ohio-Indiana home base. Among the highlights are New York Central and

Pennsylvania steam, an interior scene of the Wabash station in Fort Wayne, an amazing 1913 shot of a wrecked Cincinnati, Bluffton & Chicago 4-4-0 that ran through a storefront (!) in Huntington, Indiana, and more. The calendar opens up to 11″×17″ calendar and sells for $10.00, postpaid. Order from Three Rivers Railroad Heritage Council, P.O. Box 12828, Fort Wayne, IN 46866-2828.

Alaska Railroad employee Randy Thompson returns with his ***2001 Alaska Railroad Calendar***. Featuring mostly his own photography, plus some views from the railroad's archives, the calendar illustrates the ARR's motive power in both freight and passenger service. All but one historic shot are in color, and the calendar includes a map and brief photo-roster of ARR cabooses. It folds out to 12″×17″ and sells for $9.95 plus $2.00 shipping. Order from Randy Thompson, Roundhouse Hobbies, 17428 SR 203, Monroe, WA 98272.

The color photography of R&R editor emeritus Jim Boyd is featured in the ***Classic American Railroads 2001 Calendar***, a "large-scale" (it opens up to 22″×17″, allowing for nicely over-sized photographs) offering from MBI Publishing. Each page includes a large upper photograph and a smaller related shot on the calendar page, with detailed text about the railroads illustrated. There is a mix of contemporary and older views, showing Reading FP7s, Santa Fe passenger service, Sierra Railroad steam, Pennsy GG1s and more, including Boyd's classic shot of the D&H Sharks on their first day on the job in Waverly, New York. The calendar lists for $12.95, and can be purchased at bookstores, or order from MBI Publishing, 800/826-6600 or *www.motorbooks.com*.

Mystic Valley Railway Society's ***2001 New England Railroading Calendar*** is the group's 22nd annual effort. Featuring 14 full color scenes of New England railroading in the present and recent past, it includes images of MBTA, Conrail, Amtrak (including the United Aircraft Turbo), Providence & Worcester and equipment from several New England museums. The calendar folds out to 10″×16″ and sells for $8.00 postpaid ($9.00 in Canada). Order from Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009.

As you might expect, images of the Norfolk & Western (and one of successor Norfolk Southern) make up the N&W Railway Historical Society's ***2001 Calendar***. The 15 color images (13 interior plus two covers) include scenes from both the diesel and steam eras, with a Virginian electric shot thrown in for good measure. The calendar folds out to 11″×17″ and sells for $9.95 plus $2.00 shipping. Order from N&W Historical Society Sales, P.O. Box 13908, Roanoke, Virginia 24038-3908.

Tide-Mark Press' all-color ***Railroading! 2001 Calendar*** features the photography of Ernest Robl and Alan Mallams, with various scenes from around North America, including the Amtrak/U.S. Postal Service *Celebrate the Century Express*, Union Pacific on Keddie Wye, Valley Railroad steam, the Royal Hudson in British Columbia and more. The calendar lists for $11.95 and can be purchased at bookstores, or through Ernest Robl's website at *www.robl.w1.com/cal.htm*. — *G.F.*

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Transit Currents

Light rail, transit and commuter rail news

Salt Lake City light

SALT LAKE CITY'S light rail became operational on December 4, 1999. It appears that everyone and their brother-in-law showed up for free rides on that Saturday, so many that the Utah Transit Authority offered a second day of free rides the following week. Dubbed TRAX, by spring 2000 the light rail line was carrying about 20,000 revenue passengers each weekday. The initial projection for ridership during the first year was approximately 14,000 daily riders. Indeed, evening ridership was so heavy that 30-minute headways were scrapped and 15-minute headways are now in use. Up to three cars in each train are used to meet the demand instead of just two.

As is true with most new light rail projects, a group of professional naysayers appeared, proclaiming that light rail transit or transit in general is a rotten idea. They are proved wrong in Salt Lake City. Particularly interesting is that a rider survey showed that 44% of the riders on TRAX are brand new transit riders.

The TRAX LRT begins in downtown Salt Lake City and runs to the southern suburb of Sandy. The city council has given its okay for the beginnings of an east/west line. The first phase of the extension will be 2.5 miles long and will run from downtown to the University of Utah. Salt Lake City received funding from the Federal Transit Administration for the project for several reasons; one of the most important was the forthcoming Winter Olympics. Many thanks to Andrew Malcolm for the information.

PATH Sets a modern record

It has been more than 50 years since the Port Authority Trans-Hudson (the erstwhile Hudson & Manhattan Railway) had the ridership levels that it is boasting at the present time. During 1999, 67.3 million riders used PATH, the highest level of use on the rapid transit system since the Port Authority of New York and New Jersey took over the railroad service in 1962. In fact, it is the highest level of ridership since 1947.

The all-time peak of PATH ridership came in 1929, with a total of at 112.3 million. At the time, automobiles were nowhere near as commonly used as at the present time, and the only crossing of the Hudson River for cars was the Holland Tunnel. With the opening of the George Washington bridge in 1931 and the Lincoln Tunnel in 1937, autos became significant competition to the railroads. Ridership fell to a low of 26.4 million in 1965.

Growth has been steady in recent years and on an average weekday in 1999 there were 231,000 PATH riders using the line between New Jersey and New York. PATH is making improvements to four of its stations in Manhattan (Christopher Street, Ninth Street, 14th Street and 34th Street). The Journal Square Transportation Center in Jersey City, New Jersey, is undergoing $10 million worth of improvements. Many thanks to Jon Goodman for the information.

Caltrain and baseball

Caltrain operates commuter rail service in the peninsula between San Francisco, San Jose and Gilroy. Practically across the street from its Fourth and Townsend terminal in San Francisco is the new San Francisco Giants Pacific Bell stadium. Baseball fans from the south along the peninsula are expected to find Caltrain an easy and popular way to get to see Barry Bonds park another one into San Francisco Bay. For the first game at Pac Bell stadium, a ride on the train turned out to be not so great. About twice as many passengers showed up as had been expected. Mechanical problems delayed the start off of one of the trains and some of the trains ran express through areas where passengers expected them to stop. Another problem arose with a number of vintage cars from the east coast that Caltrain recently purchased to add capacity. The air conditioners in some of these cars were faulty and the area was unusually warm for the San Francisco region. The passengers were not happy with the crowding and the high temperature. When the bugs are worked out it is expected there will be lots of passengers providing and good business for Caltrain. Many thanks to Dennis A. Cavagnaro for the news.

Newark PCC news

Much rail-oriented activity has been going on in Newark and the north Jersey area. The first phase of the new Hudson-Bergen light rail line has opened and new light rail cars are to replace the venerable PCC cars that have soldiered on for almost half a century in the Newark subway. Douglas Eldridge of the Newark Preservation and Landmarks Committee informs me that he wrote to New Jersey Transit to see if it would be possible to preserve one or more of the PCC cars that are to be disposed of.

The news is that NJ Transit intends to retain several of the PCC cars to use for special occasions. It is expected that they will not be stored at the new car house now under construction at the outer end of the line. The PCC's will continue to be kept at the present maintenance facility, located under Newark's Penn Station. The cars would not be on display to the public except when in operation on special occasions. David Koenig, historic preservation specialist at NJ Transit, told Doug Eldridge that some of the PCC's are to be sent to transit museums as well as a new state transportation museum in New Jersey planned for Phillipsburg. The Newark PCC cars are in excellent operating condition; other museums needing workhorse equipment will be anxious to obtain them.

Mr. Eldridge writes that no date is yet set for the conversion from PCCs to the light rail cars. The new cars are at the new vehicle base in Bloomfield, which is about a mile west of the northern terminal of the subway at Franklin Avenue.

by GEORGE M. SMERK

rail line a success

Seattle: what if the well runs dry?

Nothing is easy in the transit business. A major question that has been asked is what if cash runs short in the Seattle area and Sound Transit cannot complete its entire light rail system? There is a possibility that the money well will run dry, so Sound Transit will first build a 7.2-mile light rail link. The truncated line is to run from northeast 45th Street to South Lander Street with the cost estimated to be $1.05 billion. This particular segment was chosen because it is the shortest rail line that makes economic sense. It is what the Federal Transit Administration calls the minimum operable segment. There is much pressure on Sound Transit to build more of its light rail underground than was initially planned. This would increase the cost and might necessitate shortening the entire line. Thanks to Henry Korman for the news.

Flashes

Mike Murray informs me that the 1916-vintage Interurban Building in downtown **DALLAS**, once the focal point for a number of north Texas electric interurban railway systems, will be restored to its original glory. The Interurban Building won't become a new rail center, but it is hoped that the restored structure will become the center for telecommunications and electronic commerce companies that are desperately seeking space in the central part of Dallas. The eight-story structure is at 1500 Jackson Street and was vacant for almost 15 years.

Also from Mike Murray is bad news from **SAN ANTONIO** — voters rejected the $1.5 billion light rail proposal. The LRT transit proposal was roundly defeated, it receiving only 29% of the vote. The referendum sought voter approval of a quarter-cent transportation sales tax to finance the proposed 53.5-mile system in the Alamo City. Less than ten percent of the voters turned out.

Ted Nekvasil is an engineer on the Northern Indiana Commuter Transportation District's South Shore Line. He is also a major player in **OPERATION LIFESAVER**. As an experienced engineer, Mr. Nekvasil has made rail crossing safety a major personal crusade in recent years. He has appeared before more than 4000 people since 1997, ranging from kids in kindergarten to professional drivers. James McAuliff provided the information.

TRANSIT RIDERSHIP is growing. The all-time top ridership level in mass transportation was 23.4 billion in 1946. The lowest ridership was 6.567 billion in 1972. Since that time ridership has grown slowly and relatively steadily so that in 1999 there were nine billion annual riders. Heavy rail rapid transit patronage increased by 6.47% to lead the various transit modes in growth. Thanks to Sidney W. Earle, Jr., for the news.

Tim McKechnie wrote from the Reading area of Pennsylvania that officials have selected a rapid transit technology and metrorail type of car for the proposed interurban line between Philadelphia and Reading. Called **SCHUYLKILL VALLEY METRO**, the railway would be a joint venture between BARTA (Berks Area Regional Transportation Authority) and SEPTA, the Southeastern Pennsylvania Transportation Authority. The cars would be compatible with the high platforms at 30th Street and other SEPTA stations.

Five major transit corridors are proposed for **CHARLOTTE, NORTH CAROLINA**, and the first of these has a locally preferred alternative of light rail transit. The proposed light rail line would operate in a railway right-of-way extending 10.3 miles to the Mecklenburg County border from downtown Charlotte. It is expected that the starter line will cost $254 million. Carl Edd supplied the information.

The Pentagon station is the largest bus-to-rail transfer point in the **WASHINGTON, D.C.**, region. Concern over terrorism has led the Department of Defense to begin the process of moving the bus terminal 300 feet to the east of the Metrorail station. This also closes off direct entrance into the building by escalator from the Metrorail subway station. Thanks to John Hanlon for the news.

The first construction contract for building of the **LOS ANGELES-TO-PASADENA** light rail line was awarded on the evening of Wednesday, April 12, 2000. The Pasadena Metro Blue Line Construction Authority took over responsibility for building the railway from the Los Angeles Metropolitan Transportation Authority, which had fumbled badly in some of its construction efforts.

From Chicago, Steve Scalzo sends word that Metra is studying the elimination of turnstiles on its **METRA ELECTRIC** line. Metra Electric is the erstwhile Illinois Central, which was one of the first systems in the country to use magnetic stripe farecards. It has been 35 years since the turnstiles were installed and commuters have complained about them for years. Removing the turnstiles is not a sure thing.

The **CONNECTICUT TROLLEY MUSEUM** (The Connecticut Electric Railway Assn., P.O. Box 360, East Windsor, CT 06088) is celebrating its 60th anniversary and is looking for volunteers to work on restoration of the cars and — really interesting to some — learn how to be a motorman. The museum has a web site at *www.ceraonline.org.*

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

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PHOTOGRAPHY BY GEORGE S. PITARYS

The New Brunswick Alternative

Avoiding Maine on the way to the Maritimes

Part Two: Quebec Railway's Three Railroads

by George S. Pitarys

IN PART ONE of New Brunswick Alternative (RAILFAN & RAILROAD, October 2000) we explored the current Canadian National main line between Moncton and Quebec City, known as the National Transcontinental Railway, or NTR. Before we delve into Part Two, a brief recapitulation of Part One may be helpful.

Historically and presently, three rail routes exist between the Canadian Maritime ports and central Canada. They are, the former Canadian Pacific "short line" through north central Maine, the CN NTR which skirts the northern tip of Maine and the Intercolonial Railway (ICR) route, which follows the northern edge of New Brunswick. Both CPR and CN have instituted rationalization plans and shed themselves of many miles of track they view as duplicative or marginally profitable. This program has led to the proliferation of numerous new short lines and regional railroads. Among these new companies is the Quebec Railway Corporation. Its purchase of the ICR route leads us to the second New Brunswick alternative.

The Intercolonial Railway

The ICR route is the oldest and longest of the three routes, and was completed in 1871, touching upon the larger communities along New Brunswick's East coast, such as Newcastle, Bathurst and Campbellton. When CN looked at its two routes, the additional mileage, maintenance, and running times put the ICR route at a distinctive disadvantage when compared to the 56-miles shorter NTR route. Thus was the ICR placed on the disposal list for 1997.

Enter the Quebec Railway Corporation. Previous to its bid for the ICR, its holdings consisted of the former CN Murray Bay Subdivision between Quebec City and La Malbaie, along the north shore of the St. Lawrence River. The fact this company successfully bid for the line between Moncton and Mont Joli, came as quite a surprise to most observers, as RailTex had long been thought to have a lock on the purchase of this trackage. Included in the purchase was the CN line between Matapedia and Chandler Quebec, on the Gaspe line. The remaining 60 miles between Chandler and Gaspe would be purchased by a consortium of communities along the line, although it would be operated by a QRC subsidiary. This acquisition was quite a mouthful for the QRC, as the combined lines purchased amount to some 420 miles of track, annual freight movement of about 35,000 cars and two VIA passenger trains, the *Ocean* and the *Chaleur*.

QRC began by dividing its new properties into three subsidiary companies. The New Brunswick East Coast (NBEC) operates between Pacific Junction, the divergence point of the ICR and NTR routes a few miles west of Moncton, and Tide Head, New Brunswick, five miles west of Campbellton on the border with Quebec. The Matapedia Railway begins at Tide Head and extends to Mont Joli, Quebec (in February 1999 QRC purchased the balance of the Mont Joli Subdivision between Mont Joli and Riviere du Loup, and the line between Mont Joli and Matane, but that's a different story and won't be discussed in this article). The third entity is the Baie de Chaleur Railway, which begins at Matapedia and runs to Chandler. It also operates the Gaspe Railway between Chandler and end of track at Gaspe. This last section of track belongs to the consortium of communities who purchased it to assure continued passenger service.

Now, having named the starting line up, let's take a brief look at the motive power assignments and history of QRC's New Brunswick alternative.

QRC's operations

Quebec Railway began operations in January 1998 with a rather disparate fleet of locomotives leased from CN and Canac. This fleet included HR-616's, M420W's and SD40s, none of which were strangers to this part of the world. Like many "new" railways, the QRC relied upon the used locomotive market, to begin building its own stable of power, but more than a few eyebrows were raised when

QRC became a major participant in CPR's Alco/MLW yard sale. They bought 26 RS18s, 18 of which were operable, with the balance used for parts. In early 1999 they purchased six C424's from CPR, though at this writing only three have actually been placed in service. In March 1999 delivery began of eleven Alstom remanufactured SD40s, now considered the backbone of the fleet.

Presently, the through trains normally operate with a trio of the rebuilt SD40s, although occasionally a C424 or RS18 may be added if tonnage demands, or insufficient SD's are available. Also, the through train will handle units to drop at the various yards when service is required for the switching units. The yard and local assignments are all assigned RS18's, with at least one C424 generally floating in the local pool.

Heading out of Campbellton

QRC's New Brunswick operations are centered at Campbellton (for a map of the region, see the Part One in the October 2000 R&R). Located here are the dispatchers office and locomotive repair facilities, as well as the general offices. Campbellton is also home for numerous train and engine crew personnel. So, from this central point lets examine the train schedules of NBEC. Note that all New Brunswick times are shown in Atlantic time, while Quebec times are in Eastern time.

VIA trains numbers 14 and 15, respectively the eastbound and westbound *Ocean* make a crew change at Campbellton on their trek between Montreal and Halifax. No 14 departs Campbellton daily except Wednesday at 7:05 a.m. and No 15 at 10:15 p.m. except Tuesday. While these trains are operated by VIA crews rather than NBEC crews, they do significantly impact upon NBEC operations. Over the entire course of QRC trackage, these trains make regular stops at Miramichi, Bathurst and Campbellton, New Brunswick, and Matapedia and Amqui, Quebec. Flag stops

OPPOSITE: **Matapedia Railway No.405 is racing for home as it passes the Heppell covered bridge east of Causapscal,Quebec, on September 30, 1999. This one of two such spans encountered on each trip. A pair of SD40s lead the train.** ABOVE: **Train 405 snakes along the Matapedia River west of Clark Brook on Spetember 20,1999. Between Matapedia and Routhierville are 25 miles of this type of scenery, making the gorge a highlight of the railroad.** BELOW: **West of Glen Emma, No.405 winds through some impressive scenery. The proximity of Route 132 and the Matapedia Railway through the length of the Matapedia River gorge allows for a good chase and many photo opportunities.**

New Brunswick East Coast train No.402 accelerates through Nepisiguit Junction after working at Bathurst on September 27, 1999, behind SD40 6904 and two sisters. The Brunswick Mine spur diverges at this point, and stored ore cars occupy a siding.

may be made at Rogersville, Petit Rocher, Jacquet River and Charlo, New Brunswick, and Causapscal and Sayabec, Quebec.

Through freight train service is provided by Nos.402 eastbound and 403 westbound. Train 402 originates at CN's Joffre yard in Quebec City and is delivered to QRC at Riviere du Loup. Here the train is handled by Matapedia Railway crews to Mont Joli, and it normally departs for Campbellton between 3:00 p.m. and 5:00 p.m. where it arrives in early evening, and is switched. The train is normally ordered east at 6:30 a.m. to follow the eastbound *Ocean*. This crew will operate from Campbellton to Miramichi and return, with work at Bathurst en route. The second trick switcher crew at Miramichi, number 580, will then make a turn to CN's Gordon yard in Moncton with the 402 train, bringing back the 403 train. The 403 train originates at Moncton and, as stated, will be handled back to Miramichi by the 580 crew. The train lays overnight at Miramichi, and is marshaled by the first trick switcher, and made ready for the turn of the inbound 402 train from Campbellton. On arrival at Campbellton at about 6:00 p.m., this train is turned over to a Mont Joli based crew that has brought that day's 402 into Campbellton, for continuance west, usually after dark except in the longer days of summer.

Meeting customer needs is a goal of NBEC's New Brunswick Alternative and local trains are liberally sprinkled on the system. Again, using Campbellton as a starting point, No.590-A reports at 9:00 a.m., attends to any left over yard chores, and then runs to nearby Atholville to service a paper mill. These duties completed the train will return to Campbellton, and make up his train for the Dalhousie branch, servicing a chemical plant and a paper mill on the six-mile line before returning to Campbellton. No.590-B reports at 11:30 p.m. with the primary duty of switching out and preparing the inbound 402 train for its departure. It may have other work as the situation demands.

Moving on to Bathurst, No.586 reports at 5:00 p.m. and handles an empty ore train to Bathurst Mines, loads it and returns to Bathurst. Unfortunately, most of this run is in darkness, for seeing a trio of RS18s handling a loaded, 50-car ore train is indeed a sight to behold. The ore loaded is lead or zinc, destined for the smelters at Belledune, located on a spur 20 miles west of Bathurst. This train connects with No.587, which reports at Bathurst at 4:00 a.m. and is charged with servicing the several customers on the Belledune spur. No.597 reports at 7:00 a.m. and is the Bathurst switcher, although it will make runs out onto the Chatham spur and connect with Stone Container industrial railroad that switches that company's large paper mill.

At Miramichi, two crews report. No.578 comes on duty at 7:00 a.m., services several customers, then returns to the yard, prepares the outbound No.403 train and then returns to switching duties at the Repap Paper mill. No.580 reports at 3:00 p.m., handles the 402 connection to Moncton, returning with the 403 train, and cleaning up any remaining local duties not finished by No.578.

To the west of Campbellton, Matapedia Railway No.404 is usually called at 6:00 a.m. at Mont Joli and operates east to either Clark Brook or Matapedia. The eastern terminus is usually decided by the location of the Baie de Chaleur's connection, No.595. After making this connection, the train will return to Mont Joli as No.405. In the course of its turn, it often has work at Padoue, Sayabec and Causapscal and normally operates with a pair of SD40s, a lot of power for what is often a small train.

Although not strictly a New Brunswick alternative, I believe some mention of the other portion of QRC's Campbellton operations, the Baie de Chaleur Railway, is on order at this point. Beginning at Matapedia, Quebec, this line stretches east to Gaspe. It is headquartered at New Richmond. The BdeC normally operates local No.595 at 6:00 a.m. from New Richmond to connection with the Matapedia Railway at Matapedia and return. This train, assigned a pair of NBEC RS18s, services the paper mill at New Richmond and a lumber reload at Nouvelle West. Unfortunately, the line east of New Richmond is nearly wholly dependent on the paper mill at Chandler, which has been idle for some time while a final decision is made on its ultimate fate. Consequently, only two round trips per week are made east of New Richmond. This train handles empty copper concentrate cars to Gaspe on Wednesday and Saturday mornings, leaving them for loading and turning back with the outbound loads. This business is remarkable in and of itself, as the line had no regular freight service at all from 1991 to 1998. The line is extremely scenic, as it dodges in and out from the coast for its entire 200-mile length. The line does, however, have three round trips per

week of VIA trains Nos.6 and 17, the *Chaleur*, which connect with the appropriate *Ocean* at Matapedia. The line is closely allied with NBEC operations, in fact, for when BdeC's one dispatcher is off duty, the chores are handled by the NBEC dispatchers in Campbellton. Sadly, prospects are slim and even the *Chaleur* is under scrutiny.

The chase is on

Railfanning the QRC operations can be challenging. While the locals are easy to catch, the through trains operate at 55 miles per hour in most locations, and chasing them, while not impossible, will require skillful driving and advance planning of shots. A brief description of the chase roads follows, along with a few of the good shots.

Starting at the east end, at Pacific Junction one should be on New Brunswick Route 126, as this parallels the railroad nearly all the way to Miramichi. The first six miles are relatively inaccessible, but the railroad and highway are in close proximity for the next 38 miles to Rogersville. This stretch, though nearly tangent for the entire distance, is very much a roller coaster, and some interesting telephoto shots can be made. From Rogersville to Miramichi, the railroad veers away, and at Miramichi one should change to Route 8. Some shots can be made in Miramichi, but the railroad is generally inaccessible from Miramichi to the southern edge of Bathurst. Getting off Route 8 at Bathurst and following Route 430 south a few miles to an overhead at Nepisiguit Junction will yield a nice shot of No.402 or No.403. From Bathurst, there are two roads to Campbellton, Routes 11 and 134. Route 11 is much faster, while Route 134 follows the railroad fairly closely. One cannot chase using Route 134, so a combination of the two roads, and a preplanning of desired shots, will yield the best result. In this section, the Belledune spur diverges from the main line, and a bit of snooping around will yield some good shots of the local working in the spur. However, the entrance to the shipping port itself is restricted. Also worthy of note are shots at Jacquet River from Route 134 and at Dalhousie Junction, especially eastbound, from the Route 11 overhead bridge. In Campbellton itself, there is a nice deck bridge along Route 134 at the east end of town and a nice overview of the yard from the west end of town.

By crossing the Bay at Campbellton and hitting Route 132 at Pointe a la Croix, one can follow and find several nice shots of the Baie de Chaleur train or, by staying on Route 134, follow the main line over the Quebec border to Matapedia. At Matapedia one should follow Route 132 west, which will follow the railroad fairly closely all the way to Mont Joli. The first 25 miles or so of the Matapedia Railway are fantastic, and there are too many shots to enumerate as the railroad snakes through a gorge created by the Matapedia River. After breaking out of the gorge the railroad passes through the rolling farmland that is the

ABOVE: **NBEC No.403 has nearly completed its daily round trip to Miramichi behind two SD40s and a C424 as evening shadows gather at Dalhousie Junction, New Brunswick, on Spetember 30, 1999. Unfortunately, the C424s are unpopular with the crews and are usually relegated to trailing status.**
BELOW: **That same day, and with the flaming foliage making a nice match for the paint scheme, Baie de Chaleur RS18s briefly disturb the pastoral tranquility of Restigouche, Quebec, as train No.594 passes en route to Richmond.**

trademark of the plain of the St. Lawrence River.

Here are a few other notes on railfanning the area that will help. The operation is by track warrant, so there is a significant amount of scanner talk, although conversations west of Campbellton are generally conducted in French. While on the Matapedia Railway, tune the scanner to 161.265, 160.425 and 161.145. On the NBEC the frequencies needed are 160.245 and 161.445. Good food is readily available in Campbellton area, though somewhat more scarce, as one might expect, in the more remote areas. Several motels, including Comfort Inn, Wandlyn, and Fundy Line are respectable in Campbellton. The

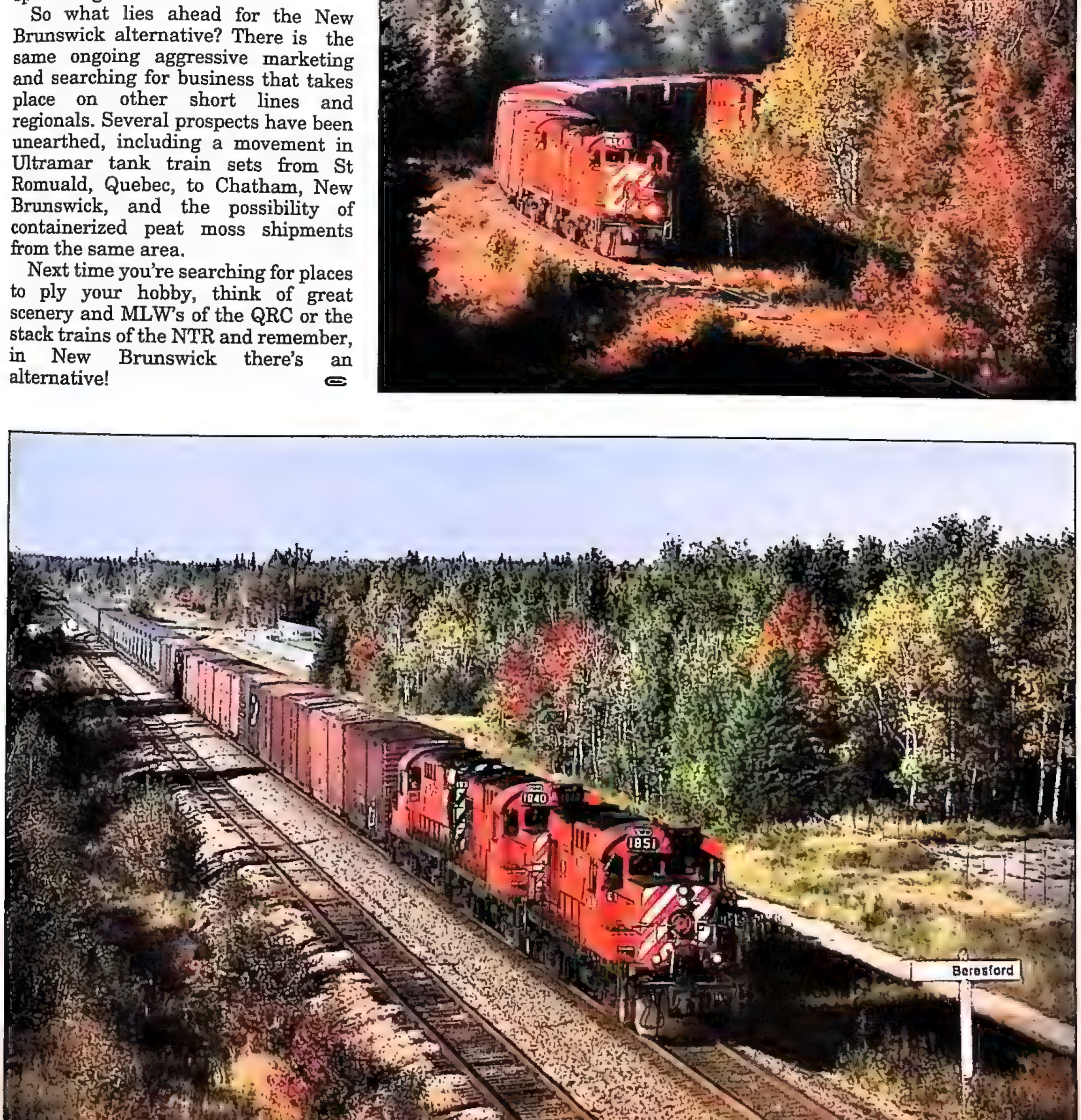
TOP: **With the mountains of the Gaspe peninsula in the far distance and the ever-narrowing waters of Chaleur Bay in the nearer distance, NBEC No.403 is entering the east end of Campbellton on September 28, 1999.** ABOVE: **Jacquet River, New Brunswick, offers excellent shots of trains in either direction as they cross the river that gave the town its name. Train No.403 is westbound for Campbellton on September 28, 1999, behind class SD40 6900.** RIGHT: **Baie de Chaleur train No.594 has completed its trip to Clark Brook and turned for home as it passes through Matapedia. The train is about a mile west of the confluence of the Matapedia and Restigouche Rivers with a pair of RS18s on the point.**

RIGHT: Baie de Chaleur No.561 is almost finished with a several mile inland loop which allows it to cross the Cascapedia River at an acceptable point. Only five miles west of New Richmond, the day's business will also be complete in about 15 minutes. BELOW: As is often the case, NBEC No.587 will back off in the siding at Beresford to meet No.403, and October 1, 1999, is no exception. This job's primary task is evidenced by the 50 empty ore jennies and about a dozen cars behind the units. RS18 1851 leads two other MLW units.

exchange rate with Canadian money is favorable to the U.S. dollar at the moment, though I still recommend using a credit card which will ensure the proper exchange rate. The people, both in general and on the railroad, are friendly and helpful and, although New Brunswick is Canada's only official bilingual province, most can speak English.

So what lies ahead for the New Brunswick alternative? There is the same ongoing aggressive marketing and searching for business that takes place on other short lines and regionals. Several prospects have been unearthed, including a movement in Ultramar tank train sets from St Romuald, Quebec, to Chatham, New Brunswick, and the possibility of containerized peat moss shipments from the same area.

Next time you're searching for places to ply your hobby, think of great scenery and MLW's of the QRC or the stack trains of the NTR and remember, in New Brunswick there's an alternative!



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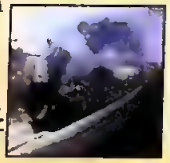

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Markers

Editorial commentary

Full circle for Fletcher

IT IS WITH A MIXTURE of excitement and melancholy that I announce my departure from Carstens Publications and RAILFAN & RAILROAD Magazine. I've accepted a terrific offer from a publishing firm in New York City that specializes in music-related magazines and websites. (As many of you know, my other great interest besides trains is music, so this new opportunity will also be a labor of love!)

The "excitement" mentioned in the first sentence comes in because of the great opportunity and new challenges I've been offered in a dynamic and interesting field, and "melancholy," because I will miss the good folks here at Carstens, and the many readers and contributors I've had the pleasure of meeting and corresponding with during my time here. It's been a good run, and I'm really thankful to have had the chance to make a mark, however small, on a magazine that's so rich in history and reader loyalty.

I'll especially miss working with Steve, and road tripping with him to various events. On our trips, we spent a lot of time listening to country radio — and ranting about its current pitiful state. (There is a lot of *colossally* bad material out there at the top of the country charts right now, while brilliant artists who helped build the format like Willie Nelson, Johnny Cash, Emmylou Harris are George Jones are completely ignored.) And Steve was always willing to indulge (and sometimes participate in) one of my other odd interests — the hunt for weird and obscure products, especially soft drinks in glass bottles. (Which explains why his car came back to Newton from Summerail in Cincinnati with 84 bottles and cans of the Kentucky soft drink, Ale8, along with about two dozen cans of Skyline Chili. More on that in Steve's Summerail write up, I'm sure.)

Along with my new job, I will also be moving, which is where the title "Full Circle" comes in: I'm heading back to my native Long Island, and will be commuting to work every day on the Long Island Rail Road. That'll give me plenty of time to read the latest issues of R&R and see what Steve and Company are up to!

Expect some news in this space next month on who will be taking my place in the Associate Editor chair. Meanwhile, I thank the Carstens gang for the opportunity to be a part of your team, and the readers and contributors for a great year-and-a-half. See you trackside sometime! — *G.F.*

Summerail at CUT

Early August marks what has become an annual ritual for us here at the R&R offices — loading up the car and heading for Summerail at CUT, the multi-media slide show held just off the rotunda of Cincinnati Union Terminal. This year we had made our plans to meet up with the father/son team of John and Mike Biehn and several other friends (also getting to be an annual tradition) on Norfolk Southern's Rathole in Kentucky.

After a twelve-and-a-half hour drive and getting into Somerset at 1:30 a.m.. we were somewhat bleary-eyed when we found a crew of equally asleep railfans greeting us outside our motel at 7:30 a.m. (most had driven down from Cincinnati that morning). John was enthusiastic as ever, though, and soon had us hiking through thick briars and brambles to get to our first photo location, the north end of the Cumberland Bridge at Burnside. After shooting several trains at the bridge, we headed down to Parker's Lake where we were soon dodging thunderstorms. Fortunately, we found refuge under the highway overpass and were able to shoot trains roaring through the downpour from a relatively dry location. After lunch at the Goody Shack in Burnside (recommended by photographer Garland McKee) we headed for more locations on the Rathole, including King's Mountain and the deep cuts below Tatesville. We wrapped up the day in classic style by eating at the Steak 'n Shake in Lexington, Kentucky.

Friday morning we hooked up with Brad McClelland and fellow New Jerseyan Carl Perelman at Cincinnati Union Terminal and set out to explore the railroads north of the city. We primarily did photography around Hamilton, and a stop at the Great Miami Railroad resulted in some neat, if not cloud-muted, shots of its high-hood GP9. The railroad and crew even obliged in spotting the locomotive for photos after they were finished their daily switching. Following the Great Miami, it was time to introduce Carl to Skyline Chili.

Another Summerail tradition was on tap for the afternoon. Brad, Carl, George and I headed for DeVou Park, high on a mountain overlooking Covington, Kentucky, and CSX's ex-Chesapeake & Ohio bridge into Cincinnati. Soon we were joined by Mike Schafer, last year's Cover One contest winner Bruce Burton and others. Watching trains from this vantage point has become *the* way to spend Summerail Friday. Towards evening, we packed up and the entire gang headed for dinner at Camp Washington Chili.

The pre-Summerail slide show was held at the Cincinnati Railroad Club's meeting room in Tower A of CUT (there's no finer meeting room in the country, I'll venture to say) where George was one of several presenters giving mini-shows of ten or 20 minutes each. Being a die-hard passenger train enthusiast, George showed slides taken over the past 20 years of Amtrak and tourist operations.

Saturday was the big day — Summerail at CUT. Hosted by the Cincinnati Railroad Club and the Miami Valley Railfans, the show was organized by Dave Oroszi. Promptly at 10:00, the first show was underway. Leading off was George Hamlin with *Fin de Siecle, 20th Century Style*, a look at a cross-section of railroading in 1999. The Powder River

Basin, Tehachapi and Idaho's Funnel were all a part of this show.

Next up was yours truly, with *Ride This Train*. My show was structured similarly to the 1962 Johnny Cash album of the same title and included two songs from that album as well as five others from the Man In Black. Following my show was Kevin Eudaly's *The Frisco in Transition*, looking primarily at the road in the late '70s and early '80s. Jerry Jordak's *Northeast Passenger Rail* took me back to familiar scenery as he showed scenes of commuter operations I have shot numerous times around New York and Philadelphia.

Garland McKee put on a dynamite show with his *Norfolk Southern's Pocahontas Division*, which is required viewing for anyone who thinks NS is boring. Weaving appropriate music with great images, Garland wowed the crowd. The final show before dinner was *Gulf, Mobile & Ohio*, a collaborative effort that was brought to Summerail by Mike Schafer. As one of the oldest multi-media shows in existence (it was produced in 1972), the show has held up well to the test of time — the music has only gotten more appropriate as that era gets farther away and the images only get sweeter.

During the dinner break it was off to get some — what else? — Cincinnati chili. Willie Brown knew where the very first Skyline Chili parlor is located on Price Hill, so a contingent of about a dozen of us went off to enjoy chili at the place where it all began.

What I Did With My Summer Vacation, 1980 by Terry Chicwak led off the second session of Summerail. This show proved to be thoroughly delightful — Terry did a 16-day trip across the Canadian prairies and through British Columbia, Washington and Idaho, all at the age of 16. It was Santa Fe all the way with the next program, Joe McMillan's *Route of the Warbonnets*, which has stunning images from all over Chico's Road set to one of the most diverse soundtracks of any multi-media show. Lee Gordon followed with *Lines to Louisville*, one of the more informative shows at Summerail. Starting with the Louisville & Nashville and the Southern, Lee traced all the routes into the Derby City up to the present time.

The next show was a late addition to the Summerail line-up. On only a few days' notice, Scott Snell brought his *East Broad Top* show to Cincinnati from Easton, Pennsylvania. Scott showed not only the locomotives, but all the *stuff* that makes the EBT special —

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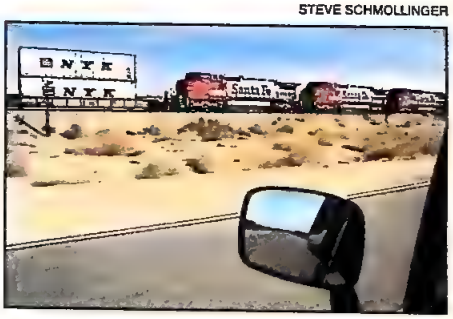

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he captured the time-warp quality of Orbisonia better than any other production I've seen. Pat Sweeney's *Railfan Rock, Photogenic Folk* had to be a real effort to put together. Throughout the show's five tunes, Pat matched slides to an incredible amount of the lyrics in the songs.

Finishing off Summerail was Mike Valentine's *Tirol's Railways in the Four Seasons,* a look at the region that straddles Austria and Italy. Mike first established the locale of his show by introducing the audience first to Tirol and then to its railroads.

Finally, Summerail was over. It was time to head back into Jersey. With the weather looking grim, George and I decided to scrap our plans to do the Monon semaphores in Indiana and headed for home, but not without some crucial stops. We went to Winchester, Kentucky, home of Ale 8 (a ginger-ale-ish soft drink) so George could get some of the stuff in refillable bottles for his collection. We also stopped at a supermarket to pick up cans of Skyline Chili to bring home. All told, we had close to 80 bottles and cans of Ale 8 and over a dozen cans of chili loading down my Cavalier when we left Kentucky.

George's departure from the R&R staff probably won't change our Summerail tradition a lot. George will still be heading west with me next year. And we'll bring home more good food again. You know, 80 bottles of Ale 8 isn't enough.

Steve

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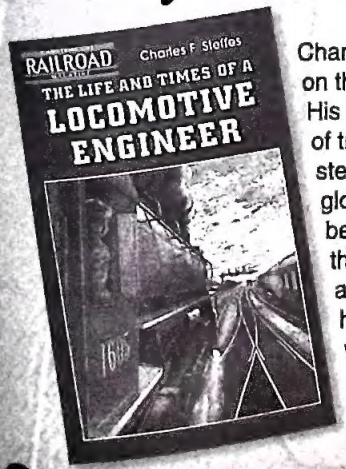

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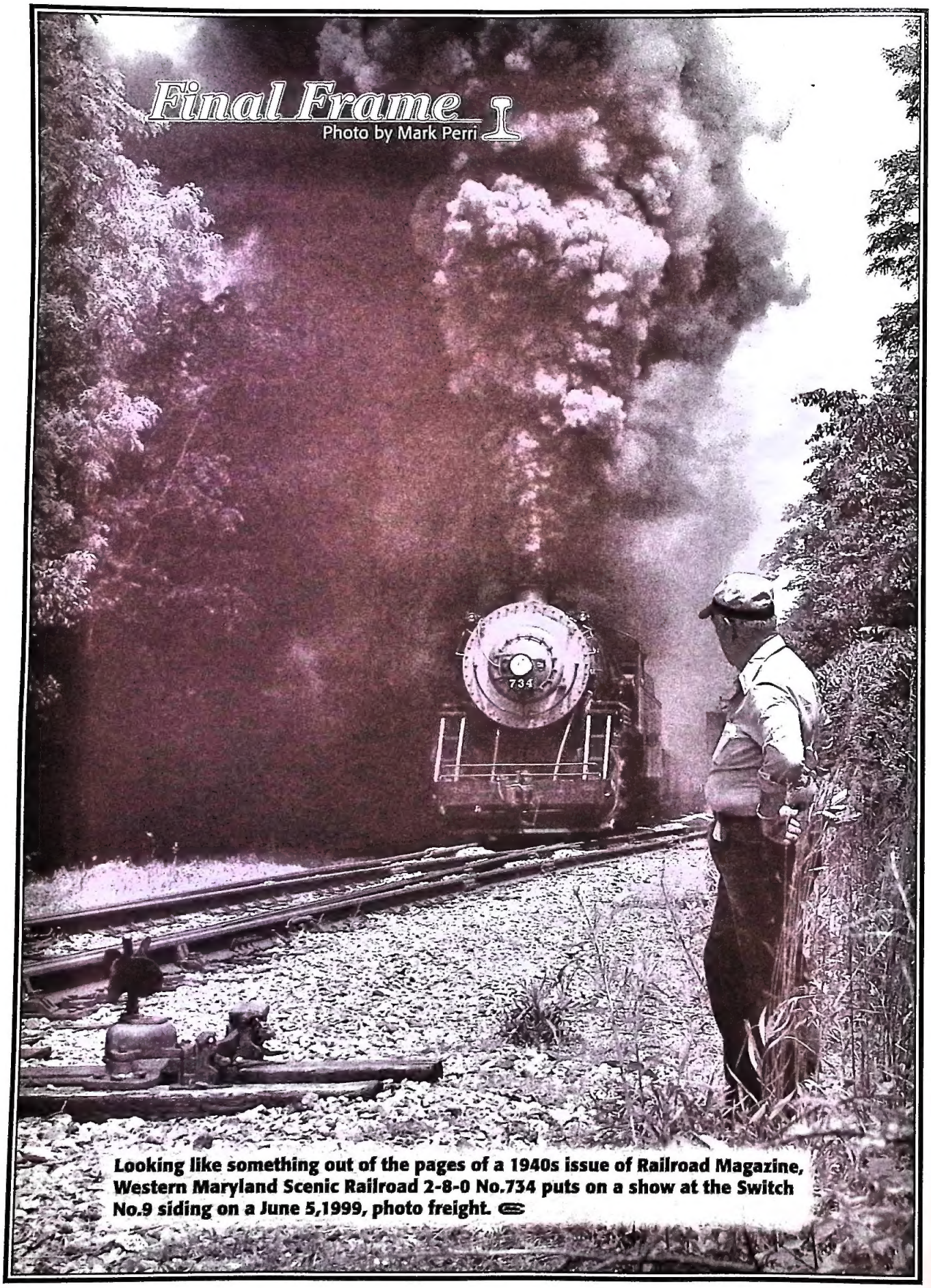

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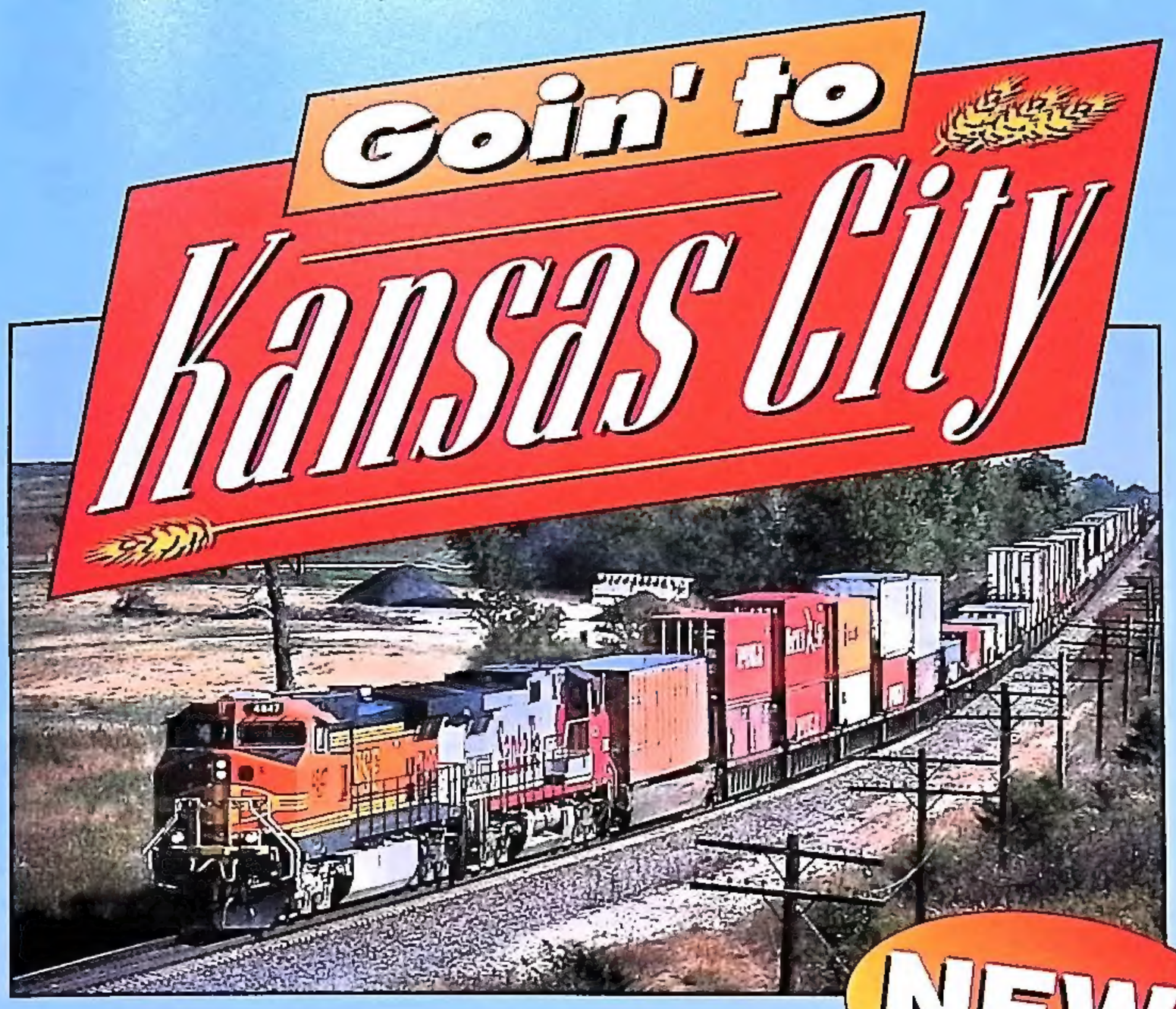

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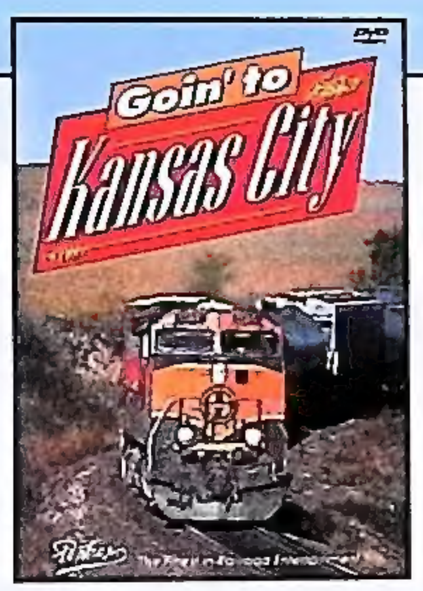

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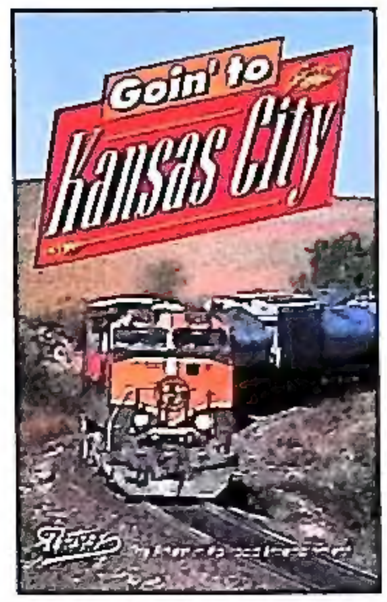

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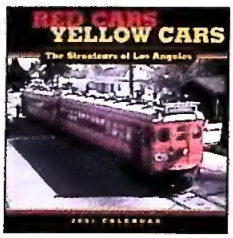

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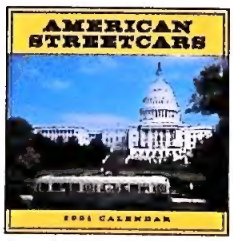

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